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32d Congress, 1st Session. [H. of Reps.] Ex. Doc. No. 2.

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES,

TO

THE TWO HOUSES OF CONGRESS,

AT THE

COMMENCEMENT OF THE FIRST SESSION

OF

THE THIRTY-SECOND CONGRESS.

PART II.

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DECEMBER 2, 1851.

Read, and committed to the Committee on the Whole House on the state of the Union, and fifteen thousand extra copies, with the accompanying documents, ordered to be printed.

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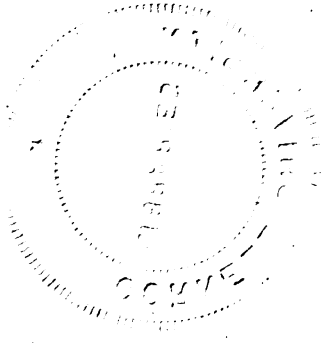

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REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,
November 29, 1851.

SIR: The following is the annual report of the public service under the supervision of this department.

The former organization of the vessels employed in active service on the ocean, into six separate squadrons, has still been continued.

The home squadron, yet under the command of Commodore Parker, consists of the steam-frigate Saranac, Commander Pendergrast, bearing the broad pennant of the commodore; the sloop-of-war Albany, Commander Platt; the sloop Decatur, Commander Green; the sloop Cyane, Commander Paine; and the steamer Vixen, Lieutenant Commanding Smith. The vessels of this squadron have been engaged in cruising among the West India islands, and along the coast of the Caribbean sea and of the Gulf of Mexico.

The commander of this squadron having been ordered to the north on special service, was not in position to prevent the late illegal and disastrous expedition from the port of New Orleans against the island of Cuba; but, hastening thither under the orders of the department, he was commendably active in preventing any repetition of the offence, whilst at the same time affording protection to American interests in that quarter, and giving assurance that the United States would in good faith observe their treaty obligations, and the law of nations.

Commander Platt, commanding the Albany, which happened to be in the port of Havana when the expedition landed, deserves, also, the commendation of the department for the propriety and delicacy with which he acquitted himself in the trying duties of his command; for his vigilance and industry in procuring and transmitting early and correct information of the progress of events in the island; and his humanity in visiting and interceding for the deluded persons, who, in violation of the laws of their country, had been induced to embark in an adventure of such serious consequence. These occurrences at the south detained the vessels of this squadron from a cruise to its northern limits, which was commenced and proceeded in, as far as Havana, when the invasion of Cuba took place.

The Mediterranean squadron, Commodore Morgan commanding, consisted of the flag-ship, the razee Independence, Captain Jamesson; the steam-frigate Mississippi, Captain Long; and the frigate Cumberland, Captain Latimer.

In June the latter vessel returned, by order of the department, to the United States, and upon her arrival the officers were detached and the crew discharged. Since that time the Independence, with the commander-in-chief on board, has visited Trieste, and other ports within his command, and the Mississippi has been generally employed in active cruising.

In compliance with a resolution of Congress to that effect, orders were in due season sent to the commander of the squadron, directing this vessel

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to be held in readiness to proceed to the coast of Turkey, and receive on board the distinguished Hungarian, Governor Kossuth, and his associates in exile, and convey them to the United States so soon as information should be received from the American minister at Constantinople that they had obtained the Sultan's permission to embark. She accordingly took on board, at the Dardanelles, in September, the illustrious exile and his family and party, in number sixty persons, and brought them, on the homeward voyage, to Gibraltar. Here Governor Kossuth, having determined to visit England, took passage in a mail-steamer for that country, intending to come thence, by a like conveyance, to the United States; and the Mississippi sailed, with the remainder of her passengers, direct to New York, where she arrived early in November.

The Independence being the only vessel remaining in the Mediterranean, and from her large draught unsuited for winter cruising in that sea, this consideration, together with the fact that the enlistment of her crew and the term of the commander of the squadron will expire in the ensuing spring, induced the department to recall her also; and orders to that effect were despatched in October.

The new steam-frigate San Jacinto, destined for the squadron on the coast of Brazil, is preparing with all practicable expedition for sea, and will sail in a few days for the Mediterranean, to watch over our interests in that quarter, until the arrival of a new squadron early in the spring.

The squadron on the coast of Africa continued under the command of Commodore Gregory until the month of May, when, after an energetic and efficient service on that station, he was relieved, and it was transferred to Commodore Lavalette.

This squadron comprises the sloop-of-war Germantown, the flag-ship of the squadron, Commander Nicholas; the sloop Dale, Commander Pearson; the sloop John Adams, Commander Barron; the brig Perry, Lieutenant Commanding Foote; the brig Porpoise, Lieutenant Commanding Lardner.

These vessels have been assiduously employed in the duties of their cruise; and the observation of another year justifies the conclusion expressed in my last annual report, that the vigilance and activity of this squadron, together with that of Great Britain, have suppressed the slave-trade on the west coast of Africa, and that it is now carried on only on the south coast, more than a thousand miles distant from the station at the Cape de Verd islands, established and maintained since the conclusion of the treaty of Washington, in the year 1842.

This result has led to the consideration of the expediency of removing the depot of supplies for the squadron down the coast, to St. Paul de Loando, or other point on the southern coast; but since the inhibition by Brazil of the African slave-trade among her subjects, it is doubtful whether it is necessary to continue this squadron as a permanent force, anywhere along the African shore; and it is accordingly proposed that notice be given to the British government of the termination, on our part, of the eighth article of the treaty above mentioned, as therein provided. It is believed that Brazil and the Spanish West India islands are the only countries to which slaves have been imported, in any considerable numbers, for many years past; and by strengthening the squadron on the coast of Brazil, and requiring of its vessels periodical visits to the coast of Africa, the traffic can probably be more effectually checked, than by keeping up the squadron on the African coast; while in regard to the Spanish West Indies, the

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vessels of the home squadron will suffice to prevent the use of our flag for its protection among them.

The climate of the African shores is notoriously insalubrious, and the health and comfort of the officers and crews would be greatly promoted by the change proposed.

The squadron on the coast of Brazil, Commodore McKeever still being in command, consists of the frigate Congress, the flag-ship of the squadron, Captain McIntosh; the sloop-of-war Jamestown, Captain Downing; the brig Bainbridge, Lieutenant Commanding Manning; and the store-ship Relief, Lieutenant Commanding Thatcher. Orders, however, have been despatched, directing the Bainbridge to relieve the brig Perry in the African squadron, which, owing to the approaching termination of the enlistment of her crew, has been ordered to return to the United States.

The general duties assigned to this squadron, in giving protection to our commerce and interests between the mouth of the Amazon river and Cape Horn; in preventing the use of the American flag to cover the African slave trade, and in enforcing our neutral rights and relations in the state of hostilities which have long prevailed between the Argentine republic and the Banda Oriental, and more recently between the former and Brazil, appear to have been zealously and faithfully performed, and the reports of its commander are quite satisfactory.

The Pacific squadron, Commodore McCauley commanding, consists of his flag-ship the frigate Raritan, Commander McKean; the frigate St. Lawrence, Captain Dulaney; the sloops-of-war St. Mary's, Commander Magruder; Vandalia, Commander Gardner; Falmouth, Commander Pearson; Vincennes, Commander Hudson; Portsmouth, Commander Dornin; Warren, unseaworthy and used as a store-ship; the steamer Massachusetts, Lieutenant Commanding Knox; the store-ship Lexington, Lieutenant Commanding Radford; and the store-ship Southampton, Lieutenant Commanding Turner.

The frigate Savannah, Captain Page, recently returned from this station in consequence of the expiration of the time of service of her crew, and the Falmouth is supposed to be likewise on her homeward voyage. These will be replaced, respectively, by the frigate St. Lawrence and the sloop-of-war Portsmouth, about to proceed to the Pacific.

The several vessels of this squadron have been constantly and usefully employed in appropriate service. The flag-ship and the Vincennes have visited the principal ports on the American coast from Oregon to Chili. The Vandalia has made several visits to the Sandwich Islands, at periods when the presence of a man-of-war was highly essential to our interests in that kingdom, and the Falmouth and St. Mary's, in addition to touching at ports on the main land and the Sandwich Islands, have extended their cruising to the Society, Marquesas and Fejee islands.

The necessity of maintaining at all times an effective fleet in that ocean, and of adapting our naval laws and system to the new requirements of the service, in consequence of our settlements in California and Oregon, was urged in my last annual communication, and cannot too early engage the attention of Congress.

The squadron for the East India and China seas, Commodore Aulick commanding, comprehends his flag-ship the steam-frigate Susquehanna; the sloops-of-war Plymouth, Commander Kelly; Saratoga, Commander Walker; and Marion, Commander Glendy. The two vessels last named

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are on their station; the two former are on the voyage out. The Marion will be relieved on their arrival, and return home by way of the Cape of Good Hope, bringing, it is expected, valuable varieties of the seed or root of the sugar-cane, and also of the tea plant, collected under the orders of the department for distribution in the sections of our country adapted to their cultivation. The Dolphin, Lieutenant Commanding T. J. Page, which had been attached to this squadron, returned to the United States by way of Cape Horn in the month of June.

The Susquehanna, which is one of the new war-steamers built under the provisions of the act of Congress of the 3d of March, 1847, sailed from Norfolk in June last, by way of Rio de Janeiro, conveying to that place His Excellency M. Macedo, late minister of the Emperor of Brazil to this country; the Hon. R. C. Schenck, U. S. Minister Plenipotentiary to Brazil; and the Hon. J. S. Pendleton, chargé d'affaires to the Argentine republic. She arrived at Rio de Janeiro with some derangements in her machinery and equipments, but these were repaired without much delay; and when last heard from she was about to depart, by way of the Cape of Good Hope, for her ultimate destination.

A favorable impression for our interests and commerce is expected to be created in the peculiar countries of the East, by the addition of this new and well appointed steam-frigate to our squadron in that region.

The steamer Michigan, Commander Bullus, has continued to cruise on the upper lakes for the protection and assistance of our trading vessels on those waters, and has on several occasions furnished important assistance to the civil officers in arresting and bringing to justice combinations of persons charged with offences against the laws of the United States.

In this review of the sea service of our cruisers, I have the satisfaction to announce, that in all quarters of the globe their reception and treatment have been not only respectful, but cordial; and that not merely the interests of commerce, but international peace and friendship, are likely to be promoted by these visits of our armed vessels, and the display of our flag on foreign shores.

The expedition under Lieutenant Commanding De Haven, to the Arctic Seas, in search of the British commander Sir John Franklin and his companions, returned to the port of New York in October, having discovered only supposed traces of the objects of which it was in quest, and leaving in entire uncertainty their actual fate. The vessels of the expedition proceeded in the direction where, in the opinion of the best informed officers, the missing navigators are to be sought, and on which the traces in question were found. Though failing in the main object of their search, Lieutenant De Haven and his officers verified, by their explorations, many facts before unknown to science, but indicated in the course of the investigations carried on at the naval observatory, concerning the winds and currents of the ocean, and to which reference was made in the instructions for the expedition.

In this expedition, the officers and men were all volunteers. In its prosecution they encountered the greatest dangers and hardships. To mention a single example, their vessels were caught by the ice and frozen up in the open sea. In this perilous situation they were confined for nine months, and drifted to and fro in the ice for more than a thousand miles. By the skill of the officers, and the mercy of a superintending Providence, they were released from this cold imprisonment and restored to their country and friends—not a man having been lost in the expedition. They have

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received no other pay than would have been their due on a cruise to Naples or the Levant, and I respectfully suggest that they be allowed the same pay and emoluments that were granted to those in like positions in the late exploring expedition to the South Seas.

Mr. Henry Grinnell, the owner of the vessels employed by Lieut. De Haven, has generously offered them for another cruise in search of Sir John Franklin, should Congress think proper to authorize a second expedition.

The act of Congress of March 3, 1849, authorized the employment of three small vessels of the navy in testing new routes on the ocean, pointed out by the superintendent of the Observatory on his wind and current charts, and in collecting information to enable him to perfect these charts. After the return of the brig Dolphin, as already mentioned, she was fitted out and detailed on this service, under the command of Lieutenant S. P. Lee, an officer of great experience and intelligence as a surveyor and hydrographer, and interesting and valuable results are expected from the cruise.

At the instance of the executive committee of citizens of the United States, desiring to send forward specimens of the productions of American genius, skill, and labor to the great industrial exhibition in London, this year, the frigate St. Lawrence was, with the approbation of the President, despatched thither from the port of New York, under the command of Commander Sands, to transport the articles for exhibition, free of charge. It is hoped that the triumphs of our countrymen in the competitions for prizes, in the inventions pertaining to agriculture alone, the most ancient and useful art known to man, will justify the countenance and liberality thus shown to them by the Government. On her return, the St. Lawrence conveyed our chargé d'affaires in Portugal from Southampton to Lisbon, and in the ports both of England and Portugal was received with demonstrations of respect and hospitality.

The number of officers of the navy employed during the present year on the coast survey, was ninety. Having communicated to Congress, at its last session, my opinion that, in consideration of the nature of this work and the connexion of the officers of the navy with it, the public interests would be promoted by the transfer of its conduct and supervision to this department, I have but to repeat the conviction then expressed, as strengthened by more mature consideration.

In pursuance of the intention expressed in my last annual report, a board of engineers of the army was, at my request, detailed to make a survey and examination of the Memphis navy-yard, with a view to overcome a difficulty which had been encountered in finding solid foundations for the buildings of the yard. The report of this board, of which a copy is appended, affords an interesting discussion of the question involved, and will merit the attention of Congress.

The large stone dock at the Brooklyn navy yard, which has been ten years in progress, was so far completed, with all its appendages, in August last, as to be surrendered up to the commandant of the yard. Its entire cost, as shown in the report of the chief of the Bureau of Yards and Docks, has been $2,146,255 36.

The floating sectional dock, basin and railway at Philadelphia, has likewise been reported as ready for delivery; but owing to the want of a sufficient depth of water immediately adjacent to the basin, the experiment required of raising a vessel for the purpose of testing these works, could not

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be made. Dredging operations are now going on to remedy this defect, and the test is expected to be made within the month of December.

The floating balance dock, basin and railway at Portsmouth, New Hampshire, is also expected to be finished, and tested within a short time thereafter.

The balance dock, basin and railway at Pensacola, has not progressed as rapidly as was expected, and may not be in readiness for delivery before the ensuing summer.

Agreeably to the act of the last session of Congress, a modified contract was entered into with Messrs. Dakin & Moody, and Gilbert & Secor, for the construction of a floating sectional dock on the bay of San Francisco, to be completed and delivered for the sum of $610,000. This work is understood to be in a course of speedy execution, the contract requiring its completion in two years from the month of May last. Its precise location cannot be determined until the selection of a site for a navy yard on the waters of that bay, for which purpose a commission will be sent out early in the ensuing spring. It will be necessary to provide a pier or basin to render this dock capable of use. The location of the dock having not yet been determined, the department postpones the question of preference between these two structures, until the report of the proposed board shall be received and full local information obtained.

It being generally expected and desired by the owners of American merchant vessels, that the use of the dock in question shall be allowed for the repairs of such vessels when not required for ships of war, it is proposed that Congress shall determine the proper regulations for the purpose, and direct whether the dock and fixtures shall be leased with that view, or whether the Government shall carry on the work through its own agents, and on what terms.

The necessity of a navy yard and station on that coast is so obvious, as well to secure and work the dock, as for general naval purposes in those waters, as to need no illustration. I therefore recommend that Congress shall authorize such an establishment there, and make adequate appropriations therefor.

According to the authority conferred on the department, and an appropriation of a sum not exceeding $80,000 for that object, a contract was concluded with Messrs. Wells & Gowan, of Boston, to remove the wreck of the steam-frigate Missouri from the bay of Gibraltar, for the sum of $59,000. Security was taken for the fulfilment of the contract, and the contractors are engaged in the work with no doubt, on their part, of success.

Of the four war-steamers, rated as frigates, directed to be built by the act of Congress approved March 3, 1847, the Saranac was put in commission during the last year, the Susquehanna and San Jacinto during the present, and the Powhattan remains unfinished. Measures have been taken to expedite the completion of this vessel, and it is now expected she will be ready for sea in the course of the ensuing spring. The Fulton and Allegany, steamers of the first class, have recently undergone extensive alterations and repairs, and are each nearly prepared for service; and steps have been taken to rebuild the Princeton, a steamer also of the first class.

The steam-frigate Mississippi, in her long cruise of near two years and a half in the Mediterranean, underwent no repairs, except such as were effected on board, but yet retained her entire efficiency as a man-of-war, and the general conduct and management of the vessel and her crew re-

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flects the highest credit on her commander. She be transferred to Philadelphia for the purpose of testing the dock at that navy-yard, and to undergo such repairs and improvements as may be found necessary.

Having taken occasion a year since to review the legislation of Congress in reference to the gradual increase of the navy, and to demonstrate that no system of naval policy had been adopted defining the number and descriptions of ships supposed to be required by the wants of the country, I esteem it now only necessary to remark, that while I do not concur in the policy sometimes advocated, that the United States should apportion their naval vessels and force to those of the navies of the principal nations of Europe, with which, by possibility, they may have collisions, we should by no means omit to avail ourselves of all the aids afforded by science and experience in the improvement of our naval establishment, and at the same time enlarge our capacities for increase to any needful extent, whenever the public exigencies shall require it.

In everything pertaining to the building, armament and equipment of vessels of war, the scrutinizing and active mind of the present age has not been idle. Merchant vessels of large draught have been recently built and rigged in our country, which have sailed, by the force of the winds alone, one thousand statute miles in three days, and with an approach to the like rate of speed in long voyages. Improvements and discoveries in ordnance and gunnery have been introduced, by means of which, in the opinion of well informed officers, a ship of inferior rating, say of thirty-two guns, may be so built and rigged, and armed, as to prove more than a match for the stoutest line-of-battle ship of the old construction and armament. How far the power of steam may be added to increase the superiority of the modern vessel in speed, destructiveness, and other points of a man-of-war, is also a fruitful theme of speculation and experiment.

With these improvements, whether fully realized or only in prospect before our eyes, it were vain to rest content with the old models and armaments and appliances of vessels, which, however excellent in their day, may have been superseded by more recent inventions. While, therefore, all proper cautions are observed, and nothing, however specious, should be adopted without full investigation, it appears to be our obvious policy to continue to build ships not only to supply the places of those decayed or lost, but to test and keep pace with the improvements of the age. It has been suggested as a matter of economy, that such experimental ships be built of white oak instead of live oak, that being the cheaper material, and generally used in merchant ships. In illustration of one of the improvements in war-steamers, it is represented to the department that the boilers of the Mississippi, planned fifteen years since, and with the best intelligence of that day, may be reduced nearly one-half in their dimensions and weight, and at the same time made to double the power of the vessel with about the same expenditure of fuel as at present. The letter of the engineer discussing in detail this particular improvements and its recommendation on the score of economy, is herewith submitted.

I therefore recommend that authority be given to build every year two new vessels, one sail and the other steam, upon such models as shall be approved; and as old vessels may be found unserviceable, from fault of model or other cause, they may be sold or broken up

In this connexion I invite the favorable consideration of Congress to the recommendation of the chief of the Bureau of Yards and Docks, that

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machinery be erected in one or more of the navy-yards of the country, for the building of steam-engines, and construction of war-steamers complete.

A class of small vessels is much wanted to give employment in command to senior lieutenants, many of whom are kept in long and tedious inaction before their promotion to commanders; and would be highly useful as cruisers, especially those propelled by steam, by reason of their ability to penetrate into harbors and rivers, inaccessible to ships of larger class.

Having also in my last annual communication presented for the consideration of Congress, propositions to reduce the number of officers in the grades of captain, commander, and lieutenant of the navy, I beg leave respectfully to refer thereto for the review of the officers in those grades, and the commands and employments to which they may be called in the present state of the service.

While the number in these grades might be appropriately reduced, it is worthy of consideration whether the number of masters should not be enlarged and the grade of second lieutenant established. Although a master is recognised as a necessary officer on board of every vessel in commission, and at every navy-yard, to seventy-six vessels and eight navy-yards, there are borne upon the register the names of but thirty masters; and of these, nineteen are out of the line of promotion, and many of them are superannuated, or otherwise incapacitated for duty at sea. If the number of masters were raised to fifty, exclusive of those not in the line of promotion, (who must needs be removed by death in the course of a few years,) and the grade of second lieutenant interposed between them and that of first lieutenant, all of which could be arranged without adding to the number of officers below the rank of commander now in the service, it would not only be an improvement in the proportions of the different grades, but would exert a cheering influence on the younger officers, who are now doomed to linger in the inferior grade of passed midshipman until the ardor of youth is passed, and professional distinction has lost much of its attraction. The series of promotions held out to a naval officer, compared to that in the army, is exceedingly limited, without taking into the account brevet rank, with which distinguished service in the latter may be rewarded; and these additional grades cannot but be regarded as new objects of hope, and new incentives to ambition among the aspirants in the naval service. For reasons similar to the foregoing, as well as others of great cogency, I repeat the recommendation formerly made, to elevate the ranks of the service by legalizing that of commodore, and establishing two offices of rear admiral. As a reward for the gallant conduct of some of those surviving veterans, who more than a third of a century ago illustrated our arms in conflicts on the ocean, and as a stimulant to others to emulate their example, these superior ranks would be graceful distinctions on the part of the government, and the position we occupy among the naval and commercial powers of the world renders their immediate recognition a matter of undoubted policy. With one such officer employed near the head of the department in Washington, in the disposition and supervision of the *personnel* of the navy, and the other stationed at San Francisco, with power to issue orders to our squadrons in the Pacific and China seas, as well as to all officers residing west of the Rocky mountains, subject to general directions and supervisions from the department, much, it is believed, could be effected in giving promptness and vigor to the service in the remote regions of the world, in

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imparting to it uniformity and system, and in relieving inferior officers from difficulties and responsibilities arising from unforeseen events.

I also most earnestly renew the recommendation to establish a retired list, to which officers may be transferred on reduced rates of pay who may be invalided, from time to time, on account of superannuation, or other cause. If it be objected, that this would burden the treasury with a new class of pensions, the answer is, that the evil already exists; the question being between full and half-pay, or even a lower rate; between denying to the vigorous, the willing and aspiring, who perform the duties, and must constitute our reliance in time of danger, the positions and emoluments in which they may improve their talents and extend their usefulness; and retaining and promoting, as of the effective force, all who have been admitted into the service, without reference to intervening disabilities, or disqualifications. No reform is of greater moment, as regards the efficiency of the navy, and none can be more obviously just.

The disputed questions of rank between the sea officers and civil officers of the navy, and between the several grades of officers of the army and navy, and the reports of the boards of officers summoned to consider these questions, were brought to the attention of Congress in a special communication at the last session, and are again recommended to its consideration.

Perceiving that the laws for the government of the navy, passed more than fifty years since, were defective and unsuited to the present state of the service, I have caused them to be revised by a board of officers, with instructions to prepare proper amendments and additions, and am prepared to transmit their report for the examination of Congress, and respectfully recommend that the code therein prepared be taken as a basis of legislation on this subject. Or, if there be no disposition to adopt the report in general, it will be found to be highly necessary to accommodate the law to the new condition of affairs, arising from our settlements on the shores of the Pacific, the ports of California and Oregon being now within the United States. To require orders to issue from Washington, even for convening a court-martial in the Pacific to try any officer or seaman, and for summoning witnesses, must greatly delay and embarrass the enforcement of discipline. Yet it is only the commander of a fleet, or a squadron, "acting out of the United States," who has power to order such courts, and approve or disapprove their sentences. This is cited, however, as but a single instance of the want of adaptation of the present naval laws, to the actual state of naval affairs.

But the most natural defect in our naval code is that occasioned by the failure to provide any punishment, by way of substitute, when corporal chastisement was abolished. To supply, in some degree, this deficiency, I presented and recommended, at the last session of Congress, a substitute proposed by a board of officers to whom the subject had been referred. In the present state of the law, there is no power to inflict any punishment, except confinement in irons, or without, unless by the sentence of a court-martial. Such court must consist of not less than five, nor more than thirteen commissioned officers, and be ordered by the President of the United States, Secretary of the Navy, or commander of a fleet or squadron, "acting out of the United States." It is manifest, therefore, that there can be no other punishment, during a cruise, whether long or short, except in vessels within the immediate reach of the commander of the squadron; and

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only then, if there be at least five commissioned officers superior to all legal exception, who can be detailed on a court. It being known that two vessels rarely cruise together, but that single ships are detached on distant service, and are often separated from the flag-ships, and from home for many months, it is apparent that the delay of justice, the accused being, meanwhile, in confinement, is a serious grievance to him. But when it is remembered that the ends of punishment on ship-board are not merely for the sake of example and reformation, but to secure a faithful and specific execution of the contract of enlistment with the government, at the very time when duty is required, and to protect the rights of the dutiful, the honest, the peaceful, and orderly, any punishment, to be effectual, must be speedy and certain. Confinement is ordinarily a means of securing the accused from escape, and of preventing a repetition of positive wrong: but to obstinate, indolent, or vicious men, some of whom will, perhaps, be found in every ship's company, notwithstanding any precautions of enlistment, it is not a sufficient remedy to enforce the performance of positive duties. In civil life, no provision is made by law for the specific fulfilment of contracts or duties, except in a few equitable cases where the time of performance is not material. The only remedy for failure, in all others, is by indemnification in money, to be awarded by courts of justice, held at periods regulated by the convenience of the community. In military affairs, at sea or on land, it is far otherwise. Time, as well as alacrity in performance, are of the very essence of the contract, and upon them may depend the safety of the ship and her company from disaster at sea, as well as the honor of her flag.

Again, theft, unlawful violence, and other wrongs, must be kept under wholesome restraints by the terror of punishment, at sea as well as on shore. But a public ship carrying no superfluous men, the service cannot, without injury, spare from daily duty those who commit offences during the *time* necessary for their punishment by imprisonment, even if that were the appropriate punishment, to say nothing of weakening the ship's company by this process, and the imposition upon good men of double duty, and the menial service of waiting on offenders while thus imprisoned. The consequences of the change have been thus far detrimental to the service, and it is apprehended will become more serious unless speedily remedied.

When vessels arrive in port after a cruise, it is found impossible to keep the men on board until a proper muster, exercise at quarters, and inspection have taken place, which are the means adopted to ascertain whether officers have done their duty in keeping their ships and crews in effective condition. And independently of numerous cases of delinquencies overlooked, or disposed of by discharge, honorable or dishonorable, there have been nearly one hundred trials of enlisted men by court-martial since the passage of the law in question.

These details are exhibited, not to contravene the policy of the legislature, but to demonstrate that the experiment of the abrogation of whipping cannot be effectually tried until Congress shall prescribe some substitute. Whether this shall be by the adoption of the system recommended by the board of officers above referred to, providing that courts-martial may be ordered by each officer in command of a ship, and summarily held to determine guilt, and then graduating punishments as therein stated, as well as holding out rewards, or by some other and more appropriate method, is referred to the determination of Congress.

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The buildings of the Naval Academy at Annapolis are in the course of completion under the appropriations made at the last session of Congress, and the sloop-of-war Preble has been attached to the academy as a practice ship, for instruction in practical seamanship. After the examination in June, the pupils of the institution were embarked in this vessel, and proceeded on a cruise to our northern boundary, and thence, touching at the principal ports of the United States between Portland and the capes of Virginia, returned in the latter part of September.

On a revision of the regulations it was determined to make an important change in the plan of education heretofore approved. This consists in requiring a continued course of study of four years at the academy, without going to sea, except that the vacation of three months in each year is spent on a cruise in the practice-ship, the former course requiring two years at the academy, three at sea, and then two more at the academy. A class of fifty acting midshipmen was admitted in October last, and will constitute the first class to which this new system will apply. It is now believed that for all the purposes of naval education, the academy affords advantages equal to those for military education at West Point; and under the efficient command of the present superintendent, Commander Stribling, it is hoped that these advantages will be fully realized.

The report of a board of examiners, appointed according to regulations to superintend the examination of candidates for promotion, and the general state of the academy in October last, is herewith transmitted.

With great deference to the opinion of Congress, I again suggest that it is highly expedient and proper to allow the appointment of ten midshipmen to be made "*at large*" by the President, in analogy to the regulation respecting cadets in the Military Academy, over and above those apportioned among the Congressional districts.

The Naval Observatory and Hydrographical Office have been in active and vigorous operation during the year. A second volume of the astronomical observations has been published and already laid before you. The wind and current charts, planned by Lieutenant Maury, the superintendent of the observatory, and prosecuted under his direction with much industry, are being extended to the Pacific and Indian oceans. This work is viewed with great interest and satisfaction by our seafaring communities, and all those interested in the safe and speedy navigation of the ocean. It has materially shortened the passage along the highways by which our commerce passes into and through the southern hemisphere, bringing the ports of those distant parts of the world some ten days, and some several weeks, nearer to us than before. A letter from the superintendent of the observatory, which accompanies this communication, states the important fact, that vessels sailing from the Atlantic to the Pacific ports of the United States, with the instructions afforded by these charts, make the voyage in forty days less, upon the average, than those sailing without them, and that there is reason to hope the time may be still further reduced.

The expedition for astronomical observations at Santiago de Chili appears from the reports of Lieutenant Gilliss to have been actively conducted, and will probably be brought to a close in the latter part of the next year.

The Nautical Almanac, under the superintendence of Lieutenant Davis, also in a satisfactory state of progress, and the first publication of the work may be expected to be made in the course of the next fiscal year.

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The commission appointed to examine condensers for supplying the boilers of marine engines with fresh water, has not yet completed its labors, as will appear from the letter of the commissioners hereto appended. It is, however, promised, in this communication, at an early day.

The further experiments of Professor Page, on the application of electro-magnetism as a motive power in mechanics, will be found in his report, which is subjoined.

The last experiments of Professor Espy in meteorological observations, under the appropriations heretofore made, and his expectations in respect to the completion of his labors, are set forth in his letter which is annexed.

My predecessor brought to the notice of Congress, in his annual report, dated December 1, 1849, the contract of Mr. Robert L. Stevens for building a war-steamer, to be shot and shell-proof, which he considered to have been abandoned by the contractor, and no longer obligatory on the department, unless re-affirmed by new legislation. Acting on this decision, I directed certain materials for this steamer, which had been purchased with the means of the government, to be sold; but at the request of Mr. Stevens, suspended the order until he should have further opportunity to submit his case to the decision of Congress, and it is therefore commended to early consideration.

The line of mail steamers between New York and Liverpool continues to be highly successful in the speed of its voyages across the ocean; and the Postmaster General has notified this department, that he deemed it expedient to increase the service of this line to twenty-six trips in the year, instead of twenty, or, in other words, to one trip every fortnight, at an increase of pay, *pro rata*, upon the present compensation. The subject will be by him presented to the consideration of Congress.

The number of steamers on this line at this time is four only, a fifth being stipulated for in the contract with the owners. Under the provisions of an act of the last session of Congress to that effect, the officers of the navy who had acted as watch officers on this line have been withdrawn from it with the consent of the contractors.

Since the last annual report from this department, two steamers, the Ohio and the Illinois, have been inspected and received on the line between New York and Chagres. The mail service on this line is performed regularly in three steamers, built and completed according to contract, and a fourth which was accepted for temporary service; the contract requiring five.

The Pacific Mail Steamship Company, owning the line between Panama and San Francisco and Astoria, have added to their line a new steamer called the "Golden Gate," making six in all, and have fulfilled their contract, in the number of vessels and the performance of service, to the date of the last settlements.

According to the provisions of the act of Congress at the last session, in conjunction with the Postmaster General, I entered into a new contract with this company for a semi-monthly instead of a monthly service on this line, at seventy-five per centum per annum upon the old rate of compensation, and also allowed a compensation for semi-monthly service performed prior to the contract, according to the directions of the said act, the latter subject being left open for further consideration, upon the production of further evidence by the contractors.

I append the reports of the several heads of bureaux of this department, and of the commandant of the marine corps, exhibiting the estimates for the

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support of the navy and marine corps for the year ending the thirtieth day of June, 1853, together with an aggregate statement of the appropriations required for all objects under the control of this department, presenting an aggregate of----------$8,540,693 08
From which deduct special objects---------- 2,684,220 89

Leaving for the support of the navy and marine corps----- 5,856,472 19

The amount estimated for this purpose last year being-----$5,900,621 00
The sum estimated for special objects last year was-------- 2,210,980 00
And it will be seen that there is an excess in the present estimate, over and above that sum, of $473,240 89, which is occasioned by the addition of pay for increased service to the Pacific Mail Steamship Company, directed by the act of the last session of Congress, the completion of the dry dock in California, and some additions under the head of improvements in navy yards, buildings and machinery. To these must be added such amount as may be appropriated for a pier or basin to be appended to the dock in California, and a navy-yard on that station, if Congress shall concur in the recommendation for the object.

I avail myself of this connection to repeat the recommendation contained in my last annual report, that the appropriations for the support of the navy and marine corps be separated from those for permanent improvements in navy yards and objects of a fixed and local nature, and more particularly from those for the mail steam service and all other extraordinary objects.

The total amount drawn from the treasury during the fiscal year ending the 30th of June, 1851, as shown by the statement of appropriations for the naval service, prepared by the Second Comptroller of the Treasury is----------$10,318,031 98
From which deduct repayments---------- 1,273,434 89

And there remains the sum of---------- 9,044,597 11
as the total expenditure on all objects under the supervision of this department. Of this sum there was expended for special objects---------- 3,158,817 91

Leaving as the true expenditure for the navy and marine corps 5,885,779 20

The unexpended balances in the treasury, of the appropriations for the naval service, marine corps and special objects, under the control of the Navy Department, on the 30th June, 1851, was $4,182,296 23, all of which will be required to meet outstanding obligations, due on account of the objects for which these appropriations were made.

The recommendation of the chief of the Bureau of Provisions and Clothing that a bakery be established at the navy-yard in New York, for the preparation of bread for the use of the navy, deserves the most favorable consideration. Under the contract system, which now prevails, it is impossible, by any inspection which can be adopted, to prevent imposition in this most essential of all articles of food. During the last two years, a quantity of bread has been condemned as unfit for use, nearly equal in the amount of its cost to the value of such buildings and fixtures as will be required for this establishment.

I likewise invite attention to his proposition to exempt certain other

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articles of provisions from the operation of the law requiring supplies to be furnished on contract with the lowest bidder, and to vest in the department a discretionary power to change the navy ration in view of the scientific discoveries of the day, by which vegetables of various kinds may be prepared and preserved for any length of time at sea.

I respectfully advise the repeal of the act of the last session, prohibiting commutation in money for stopped rations. The amounts which, in this way, passed into the hands of the seamen, allowed the purchase of other articles of food than those embraced in the ration, and desirable, if not essential to health and comfort. The prohibition in question was improvidently recommended and passed.

The recommendations of the chief of the Bureau of Medicine and Surgery for the investment in productive stocks of the navy hospital fund, and for retiring from the list of effective surgeons all the officers of that corps who are permanently unfitted for duty, and supplying their places by new appointments, a provision required in every grade of the service, deserve early consideration and action.

The commandant of the marine corps, it will be observed, has asked for an appropriation to commence the rebuilding of barracks for that corps, at the various stations, and the subject is commended to the consideration of Congress. If approved, estimates of the cost will be prepared and submitted in due season.

My experience in this department induces me to recommend the establishment of an additional bureau, to be termed the Bureau of Orders and Discipline, to which shall be assigned the communication of orders and instructions touching naval service and discipline, and the receipt and preservation, or distribution of returns and reports pertaining to the same, in analogy to the duties required of the Adjutant General's office in the Department of War. It would relieve the head of the department from much labor, which is merely clerical, belonging to routine duty, and insure important benefits to the service. With it should be connected the office of Judge Advocate General of the navy, similar in its function and duties to the Judge Advocate General of the army. Such an officer, with proper professional qualifications, is highly essential to give accuracy, uniformity and precision to the administration of justice and discipline, and has become almost indispensable since the alteration of the law already mentioned, which has occasioned the necessity for the trial of so great a number of enlisted men by courts-martial. The proposed bureau could be organized, it is supposed, without any material addition to the expenditure now incurred in this branch of the service.

With the greatest respect, your obedient servant,

WILLIAM A. GRAHAM,
Secretary of the Navy.

To the PRESIDENT.

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LIST OF PAPERS

ACCOMPANYING THE REPORT OF THE SECRETARY OF THE NAVY, NOVEMBER 29, 1851.

A.—List of deaths, resignations and dismissions in the navy, since last report.
B.—Report of Lieutenant Edwin J. De Haven, relating to the expedition to the Arctic seas in search of the British commander, Sir John Franklin, and his companions.
C.—Report of a board of engineers of the army, being a survey and examination of the Memphis navy yard.
D.—Letter of engineer Isherwood, of the navy, relating to improvements in the boilers of the steam frigate Mississippi.
E.—Report of the board of examiners, in relation to the condition, police, &c., of the naval academy at Annapolis, Md.
F.—Letter of the superintendent of the naval observatory, relating to the advantages of his wind and current charts to vessels sailing from the Atlantic, to ports in the Pacific.
G.—Letter of commissioners appointed to examine condensers, for supplying the boilers of marine engines with fresh water.
H.—Report of Professor Page, relating to his experiments on the application of electro-magnetism as a motive power in mechanics.
I.—Letter of Professor Espy, relating to meteorological observations.
No. 1.—Detailed estimates, office of the Secretary of the Navy, and report of Lieutenant Charles H. Davis, superintendent of the Nautical Almanac.
No. 2.—Report and detailed estimates of the chief of the Bureau of Construction, Equipment and Repair.
No. 3.—Report and detailed estimates of the chief of the Bureau of Ordnance and Hydrography, including hydrographic office, naval observatory, and naval academy.
No. 4.—Report and detailed estimates of the chief of the Bureau of Navy Yards and Docks.
No. 5.—Report and detailed estimates of the chief of the Bureau of Provisions and Clothing.
No. 6.—Report and detailed estimates of the chief of the Bureau of Medicine and Surgery.
No. 7.—Report of the commandant of the marine corps, and detailed estimates from the Pay and Quartermasters of the corps.
No. 8.—Aggregate of estimates.
No. 9.—General estimate, office of the Secretary of the Navy and the several bureaus of the department.
No. 10.—General estimate, southwest executive building.
No. 11.—General estimate for the support of the navy.
No. 12.—General estimate for the support of the marine corps.
No. 13.—General estimate for special objects under the control of the Navy Department.

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No. 14.—Statement of the expenditures under the head of contingent expenses, as settled at the office of the Fourth Auditor of the Treasury Department, for the year ending 30th June, 1851.

No. 15.—Statement of the appropriations for the naval service, viz: balances on hand on the 1st July, 1850; appropriations for the fiscal year 1850–'51; amounts drawn from the treasury during the fiscal year, and balances on hand on the 30th June, 1851.

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A.

List of deaths in the navy, as ascertained at the department, since December 1, 1850.

Name and rank.	Date.	Place.
Captains.		
Alex. Wadsworth	April 5, 1851	Washington, District of Columbia.
James Barron	April 21, 1851	Norfolk, Virginia.
Lewis Warrington	October 12, 1851	Washington, District of Columbia.
Commanders.		
Thomas J. Lieb	July 14, 1851	Philadelphia.
James D. Knight	July 19, 1851	Sloop Germantown, coast of Africa.
Lieutenants.		
Wm. P. McArthur	December 23, 1850	Panama, South America.
Henry P. Robertson	November 4, 1850	Brig Porpoise, Port Praya.
James S. Ridgely	April 8, 1851	Baltimore, Maryland.
Chas. C. Barton	August 28, 1851	Philadelphia.
Wilson R. McKinney	August 18, 1851	Marseilles, France.
Assistant surgeons.		
John A. Petit	January 14, 1851	Philadelphia
Alex. J. Rice	April 20, 1851	Pensacola, Florida.
Chas. H. Oakley	July 24, 1851	New York.
Purser.		
Saml. Hambleton	January 18, 1851	Near St. Michael's, Maryland.
Chaplain.		
Walter Colton	January 22, 1851	Philadelphia.
Passed midshipman.		
Wm. DeKoven	May 31, 1851	Sch. Ewing, San Francisco, Cal.
Wm. H. Weaver	September 24, 1851	Georgetown, D. C.
Joseph L. Friend	October 18, 1851	Near Richmond, Va.
Midshipman.		
Blucher H. Tabb	March 5, 1850	Killed at Mazatlan, Mexico.
Masters.		
Jacob Mull	January 29, 1851	Somerville, Massachusetts.
Wm. H. Thompson	March 15, 1851	San Francisco, California.
Abram B. Bloodgood	June 12, 1851	Brooklyn, New York.
Master's mate.		
John W. Palmer	January 28, 1851	Norwich, Connecticut.
Second master.		
Wm. H. Burns	February 4, 1851	Philadelphia.

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A—Continued.

List of deaths in the navy—Continued.

Name and rank.	Date.	Place.
Boatswains.		
Moses Hall	February 13, 1851	Chelsea hospital, Massachusetts.
John Mills	March 26, 1851	Sag Harbor, (L. I.,) New York
Wm. Waters	September 7, 1851	Navy-yard, Washington, D. C.
Gunners.		
Daniel James	April 14, 1851	Philadelphia.
Daniel Douglass	June 17, 1851	Brooklyn, New York.
Elisha Whitton	June 17, 1849	New York.
Carpenter.		
Wm. E. Sheffield	February 18, 1851	New York.
Sailmaker.		
John Peed	February 23, 1851	Portsmouth, Virginia.
MARINE CORPS.		
Major.		
Geo. W. Walker, paymaster	August 29, 1851	Near Washington, D. of Columbia.
Captain.		
Richard Douglass	April 20, 1851	New York hospital.
First lieutenant.		
Edw. Loyd West	March 30, 1851	Sloop Albany, Tampico.

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A—Continued.

List of resignations in the navy since December 1, 1850.

Name and rank.	Date of acceptance.
Commander.	
Joseph Mattison	November 20, 1851.
Lieutenants.	
Wm. H. Brown	February 25, 1851.
Robert Townsend	April 7, 1851.
James Blair	May 7, 1851.
William S. Drayton	October 15, 1851.
Passed assistant surgeons.	
Richard T. Maxwell	April 16, 1851.
Richard McSherry	April 17, 1851.
Assistant surgeons.	
Walter Hore	May 1, 1851.
William F. Carrington	September 16, 1851.
Pursers.	
Rodman M. Price	December 16, 1850.
Henry Wilson	February 11, 1851.
Hugh W. Green	May 15, 1851.
Passed midshipmen.	
David Coleman	December 13, 1850.
James Wilcoxson	December 21, 1850.
Marshall J. Smith	February 4, 1851.
William W. Wilkinson	March 7, 1851.
George T. Simes	May 7, 1851.
William G. Hoffman	August 14, 1851.
Charles F. Hopkins	November 6, 1851.
Midshipmen.	
Edmund C. Burke	December 5, 1850.
Robert H. Wilson	December 14, 1850.
Samuel C. Foot	December 20, 1850.
Augustus Lodge	December 30, 1850.
George W. Gift	January 10, 1851.
John P. Baker	March 21, 1851.
Alexander Wishart	March 22, 1851.
George H. Chapman	May 14, 1851.
Robert C. Foster	October 21, 1851.
James W. McLanahan	October 28, 1851.
Boatswain.	
Stephen Fosdick	July 14, 1851.
Gunner.	
Horace Robinson	July 18, 1851.
Timber agent.	
William B. Howell	March 29, 1851.
Navy agent.	
Charles W. Cutter	September 15, 1851.

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A—Continued.

List of dismissions in the navy since December 1, 1850.

Name and rank.	Date of dismission.
Lieutenants.	
Edward C. Ward	March 25, 1851.
Charles G. Hunter	June 10, 1851.
Passed midshipmen.	
Edmund Shepherd	May 7, 1851.
William W. Holmes	May 13, 1851.
Midshipmen.	
Rufus A. Whittier	January 24, 1851.
Smith B. Blocker	January 24, 1851.
Alfred H. Lieber	January 24, 1851.
Charles M. Van Bleef	January 24, 1851.
Edward B. Cooper	January 24, 1851.
John W. Elledge	January 24, 1851.
Ferdinand Carroll	March 3, 1851.
Oliver P. Allen	June 12, 1851.
Alexander J. Dallas	June 12, 1851.
Felix Grundy	June 12, 1851.
D. H. Lynch	June 12, 1851.
William H. Maffit	June 12, 1851.
Richard F. Cooper	June 12, 1851.
George R. Harrison	June 12, 1851.
William Pearce	June 12, 1851.
Robert H. Offley	June 12, 1851.
George P. Dodge	June 12, 1851.
William B. Shields	June 12, 1851.
Douglass H. Stephens	June 12, 1851.
Wesley Williams	June 12, 1851.
John Adams	October 7, 1851.
Wilson McGunnegle	October 7, 1851.
Boatswains.	
James H. Polley	Sept., 1850—deserted in Cal.
Ezra Chamberlain	March 22, 1851.
Thomas S. Buxton	May 26, 1851.
Gunners.	
David Rankin	May 30, 1851.
Francis Dawson	October 21, 1851.
Master's mate.	
Richard P. Robinson	Dec., 1850—deserted in Cal.
Navy agent.	
John Wilson	June 16, 1851—office discontin'd.
Timber agent.	
John H. Thompson	February 6, 1851.
Third assistant engineer.	
John Serra	February 27, 1851.

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B.

UNITED STATES BRIG ADVANCE,
Off St. Johns, Newfoundland, June 7, 1850.

SIR: Our progress this far has been much slower than I could have wished, in consequence of a long continuance of easterly winds on our own coast. We have had several gales also, in one of which, on the 29th ultimo, we parted company from the Rescue. This, however, was not a subject of regret to me, inasmuch as her sluggish movements detained us considerably, and I thought that both vessels would make better progress separated; the anchorage near the Danish settlement at Disco island being appointed at our place of rendezvous.

Since making the southern cape of Newfoundland we have fallen in with numerous icebergs; there are many in sight around us now.

The officers and men under our immediate command are in good health and spirits, and with myself are sanguine as to the success of the glorious enterprise in which we are engaged.

I am, sir, very respectfully, &c.,
EDWIN J. DE HAVEN,
Lieutenant Commanding Arctic Expedition.

The Hon. WILLIAM BALLARD PRESTON,
Secretary of the Navy, Washington, D. C.

UNITED STATES BRIG ADVANCE,
Whale Fish Islands, June 29, 1850.

SIR: I have the honor to report the proceedings of the squadron under my command, up to this date.

This vessel arrived here on the 24th instant, after rather a long passage, owing to light winds. Many icebergs were met with on the eastern coast of Newfoundland, and as far up as the latitude of 51° north. From thence we found a perfectly clear sea, until within one hundred miles of this place, when a few bergs were met, but not enough to obstruct navigation.

The Rescue arrived here on the 27th. By keeping more to the eastward off Newfoundland, she avoided the bergs by which we were surrounded, and saw but little ice during the passage.

To the northeast of Newfoundland, in latitude 49° 30′, in the night, during a thick fog, with a light fair wind, we came in contact with a large iceberg. It could not be seen in time to avoid it. We got clear of it in a few minutes, fortunately, with no other damage than the loss of a jib-boom, which we were able to replace.

The English squadron, under the command of Commodore Austin, sailed from here only the day before we got in. We are fortunate in finding his storeship about to return to England, as it gives us a good opportunity of sending letters home.

I was in hopes of procuring a good supply of sealskin dresses here for our men, but found that Commodore Austin had exhausted the whole supply; but a few indifferent suits were procured. I am in hopes, however, of being more successful at the northern settlement, (Uppernavik,) where I propose touching. For information I sent a boat to Lievely, on

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Disco island, twenty-five miles distant from this anchorage. The Danish authorities treated both officers and men in a very kind and hospitable manner; but nothing of importance either in the way of supplies or information could be procured, the English having engrossed everything.

We shall leave here to-day and proceed to the north, touching at Uppernavik, if wind and weather will permit; thence we shall make for Lancaster sound. Should Wellington's straits be open on my reaching it, and finding that none of the English vessels have entered it ahead of me, I shall make a bold push for the north and west, in that direction.

With the exception of one man, whom I send home as an invalid, entirely disqualified to stand the climate, the officers and crew of both vessels are in good health and spirits, and appear sanguine as to the success of our undertaking.

I am, sir, very respectfully, &c.,

EDWIN J. DE HAVEN,

Lieutenant Commanding Arctic Expedition.

The Hon. William Ballard Preston,

Secretary of the Navy, Washington, D. C.

United States Brig Advance,

Off Port Leopold, August 22, 1850.

Sir: I have the honor to acquaint you with the proceedings of the squadron under my command, since leaving the Whale Fish islands, whence my last despatch was dated.

We sailed on the 29th of June, but, owing to calms and very light winds, we did not reach the latitude of Uppernavik till the 6th of July. Up to this place no obstruction from ice was met with. We found a clear passage, of from ten to twenty miles in width, between the land and the "pack." The latter was sighted daily, and had the appearance of being impenetrable.

To the northward of Uppernavik many streams of floe-ice were found extending from the main pack into the land. Through these, with a fair wind, we found little difficulty in forcing our way, until we approached Baffin's islands, in the latitude of 74°. There the ice appeared so close and continuous along the land, that our progress in that direction was arrested. At the same time, a clear and wide opening presented itself, leading to the west. We had a fair wind to enter it; and it was so directly in our course for Lancaster sound that I could not resist the temptation, particularly as the passage looked to be almost hopeless by the usual northern route through Melville bay.

For several hours our hopes of a speedy and direct passage appeared to be confirmed; but after a run of forty miles, ice was made ahead and on both sides, in a continuous line. We had but entered a deep bight in the main pack.

To return to the eastward whence we came would perhaps have cost us days, with the uncertainty of being able to get along even then. Besides, of the only three authentic accounts of attempts to make the passage through the pack, in about this latitude, two were eminently successful; the third did not succeed so well.

In view of these facts, I thought it advisable to enter the pack, and

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endeavor to push through it in a direct line for the theatre of our researches. We accordingly did so, and for several days succeeded in making some headway, until at last the ice became so tight and immovable that it became impossible either to advance or retreat. In this hopeless condition we remained until the 29th of July, when, by a sudden movement of the floes, an opening presented itself to the north; a southeast wind springing up at the same time, we availed ourselves of it, and with a press of sail succeeded in forcing our way into clear water.

On the following day we were brought up again by the ice, having made a run of more than sixty miles. The wind by this time had freshened to a gale, which together with a thick fog made our position not a little embarrassing. The vessels were placed in as secure a position as could be found; notwithstanding which, they were in imminent danger from the heavy masses of ice driven before the gale which pressed upon them. They withstood the shocks, though, bravely. The danger was over on the gale's abating.

We were now in latitude 75°, longitude 60°, in the usual Melville bay route. It did not appear much more favorable than the middle one, from whence we had just escaped. However, by keeping along the edge of the land ice (which had no appearance of having moved this season, and extended full thirty miles from the shore,) we were enabled to avail ourselves of occasional narrow openings which appeared with the changes of the wind, so that with the aid of warps, during calm weather, we succeeded in reaching Cape Yorke on the 15th instant.

Between Cape Yorke and Cape Dudley Diggs we had open water, but were delayed by calms. We took advantage of the delay and hauled the vessels into the shore at the "Crimson Cliffs of Beverly," where we filled up our casks from a mountain-stream. These cliffs are so named from the red snow found on them, specimens of which were obtained.

A few miles to the east of Cape Yorke, two Esquimaux were met with; the only thing we could understand them to say was, that more of their people were living not far distant.

On the 18th we got a fair wind, and passing Cape Dudley Diggs, shaped our course for the western side of Baffin's bay. The "pack" was soon met with, but it was in streams and very loose, so that little obstruction was found from it. On the morning of the 19th we cleared it entirely, and a decided swell of the sea indicated that we had reached the "north waters."

The same day we fell in with the squadron of two vessels under Captain Penny. They had been unsuccessful in their efforts to enter Jones's sound. They were now bound in the same direction as ourselves.

On the evening of the 19th we entered the sound, but a violent gale came on from the eastward, accompanied with a thick fog and heavy sea; which compelled us to heave to. During the gale we parted company with the Rescue.

The following day the wind moderated, but the weather still continued thick and foggy. We spent the most of it in searching for our consort without success, when, loth to lose so good a wind, we bore up for the westward.

On the morning of the 21st the fog cleared off and we found ourselves off Cape Crawford, on the southern side of the sound. At the same time a sail was seen, which I hoped might be the Rescue, but it proved to be the schooner Felix, Captain Sir John Ross.

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From him we learned that Commodore Austin was at Pond's bay, with two of his vessels, seeking for information, whilst the other two had been despatched to examine the north shore of the sound.

We also learned that the North Star might be looked for at Port Leopold. At that place I resolved to touch, as well to give information, as to send despatches home previous to repairing to Wellington straits, the appointed place of rendezvous with our consort.

I am happy to inform you that the officers and men of both vessels are, perhaps, in better health than they were on leaving New York, and they are now possessed with a spirit which I think argues well for the success of our enterprise.

Very respectfully, &c.,

EDWIN J. DE HAVEN,

Lieutenant Commanding Arctic Expedition.

The Hon. WILLIAM BALLARD PRESTON,

Secretary of the Navy, Washington, D. C.

U. S. BRIG ADVANCE,

New York, October 4, 1851.

SIR: I have the honor to submit the following as the proceedings of the squadron under my command, subsequent to the 22d of August, 1850, up to which time the department is already advised of its movements.

On the 23d of August we approached "Port Leopold," but the necessity of a detention here to search for information was precluded by our falling in with the English yacht "Prince Albert," Commander Forsyth, R. N. He informed us that the harbor was still filled with ice, so as to render it inaccessible to vessels. A boat, however, had been sent in, but no traces of the missing expedition were found.

We now stood over for the north shore, passing to the eastward of Leopold island, threading our way through much heavy stream ice. Barrow's straits, to the westward, presented one mass of heavy and closely packed ice, extending close into the coast of North Somerset. On the north shore we found open water, reaching to the westward as far as Beechy island.

At noon on the 25th we were off Cape Riley, where the vessel was hove to, and a boat sent ashore to examine a cairn erected in a conspicuous position. It was found to contain a record of H. B. M.'s ship Assistance, deposited the day before. Another record informed us that our consort had visited the cape at the same time with the Assistance.

Fragments of painted wood and preserved meat-tins were picked up on the low point of the cape; there were also other indications that it had been the camping ground of some civilized travelling or hunting party; our speculations at once connected them with the object of our search.

While making our researches on shore, the vessel was set by a strong current near the point, where, becoming hampered by some masses of ice, she took the ground. Every effort was made to get her off, but the falling tide soon left her "hard and fast." We now lightened her of all weighty articles about deck, and prepared to renew our efforts when the tide should rise. This took place about midnight, when she was hauled off without apparent injury.

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The Prince Albert approached us while aground, and Commander Forsyth tendered his assistance; it was not, however, required. Soon after, the Rescue came in sight from around Beechy island, and making us out in our predicament, hove to in the offing and sent a boat in. She had been up Wellington channel as far as Point Innes. The condition of the ice prevented her from reaching Cape Hotham, (the appointed place of rendezvous,) so she had returned in search of us.

On the 26th, with a light breeze, we passed Beechy island, and ran through a narrow lead to the north. Immediately above Point Innes, the ice of Wellington channel was fixed and unbroken from shore to shore, and had every indication of having so remained for at least two or three years. It was generally about eight feet thick, and the sharp angular hammocks —peculiar to recently formed ice—had been rounded down to gentle hillocks, by the action of the weather for several seasons. Farther progress to the north was out of the question. To the west, however, along the edge of the fixed ice, a lead presented itself, with a freshening wind from southeast. We ran into it; but at half way across the channel, our headway was arrested by the closing ice. A few miles beyond this, two of the English vessels (one a steamer) were dangerously beset. I deemed it prudent to return to Point Innes, under the lee of which, the vessels might hold o in security until a favorable change should take place.

On Point Innes, distinct traces of an encampment were found, together with many relics similar to those found at Cape Riley. Captain Penny (whose squadron we met here) picked up a piece of paper containing the name of one of the officers of Franklin's expedition, written in pencil; thus proving beyond a doubt that some of his party had encamped here; but when or under what circumstances, it was difficult to say. The preserved meat-cans, moreover, bore the name of the person who had supplied his ships with that article.

On Point Innes we also found the remains of an Esquimaux hut, but it had evidently been abandoned for many years. No recent traces of this people were found on any of the shores of Lancaster sound, that we visited. The weather becoming more favorable, we retraced our steps as far as Beechy island, in order to make more minute investigations in that quarter. The vessels were made fast to the land-ice on the northwest side of the island, on the 27th of August. The schooner Felix, Captain Sir John Ross, R. N., and the squadron under Captain Penny, joined us at this point. Consulting with these gentlemen, a joint search was instituted along the adjacent shore, in all directions. In a short time one of Captain Penny's men returned, and reported that he had discovered *several graves*. On examination, his report proved to be correct. Three well made graves were found, with painted head-boards of wood; the inscriptions on which were as follows:

1st.—"Sacred to the memory of W. Braine, R. M., H. M. S. Erebus. Died April 3d, 1846, aged 32 years. 'Choose ye this day whom you will serve.'"

2d.—"Sacred to the memory of Jno. Hartwell, A. B., H. M. S. Erebus, aged 23 years. 'Thus saith the Lord of Hosts: consider your ways.'"

3d.—"Sacred to the memory of Jno. Torrington, who departed this life January 1, A. D. 1846, on board H. M. ship Terror, aged 20."

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Near the graves were also other unmistakable evidences of the missing expedition having passed its first winter here. They consisted of innumerable scraps of old rope and canvass; the block on which stood the *armorer's anvil*, with many pieces of coal and iron around it; the outlines of several tents, or houses, supposed to have been the sites of the observatory, and erections for sheltering the mechanics. The chips and shavings of the carpenter still remained.

A short distance from this was found a large number of preserved meattins, all having the same labels as those found at Point Innes.

From all these indications, the inference could not fail to be arrived at, that the Erebus and Terror had made this their *first* winter quarters after leaving England. The spot was admirably chosen for the security of the ships, as well as for their early escape the following season. Everything, too, went to prove that up to this point the expedition was well organized, and that the vessels had not received any material injury.

Early in the morning of the 28th August, H. B. M. ship Resolute, Captain Austin, with her steam tender, arrived from the eastward. Renewed efforts were made by all parties to discover some written notice, which, according to his instructions, Sir John Franklin ought to have deposited at this place in some conspicuous position. A cairn of stones erected on the highest part of the island was discovered. A most thorough search with crows and picks was instituted at and about it, in the presence of all hands. This search was continued for several days, but not the slightest vestige of a record could be found. The graves were not opened nor disturbed.

Capt. Sir John Ross had towed out from England a small vessel of about 12 tons. He proposed leaving her at this point, to fall back upon in case of disaster to any of the searching vessels. Our contribution to supply her was three barrels of provisions.

From the most elevated part of Beechy island (about 800 feet high,) an extensive view was had both to the north and west. No open water could be seen in either direction.

On the 29th of August we cast off from Beechy island and joined our consort at the edge of the fixed ice, near Point Jones.

Acting Master S. P. Griffin, commander of the Rescue, had just returned from a searching excursion along shore, on which he had been despatched 48 hours before. Midshipman Lovell and four men composed his party. He reports, that pursuing carefully his route to the northward, he came upon a partially overturned cairn of large dimensions, on the beach a few miles south of Cape Bowden. Upon strict examination it appeared to have been erected as a place of deposite for provisions. No clue could be found within it or around, as to the persons who built it; neither could its age be arrived at. At 2 p. m. of the 28th, he reached Cape Bowden without further discovery. Erecting a cairn containing the information which would be useful to a distressed party, he commenced his journey back.

Until the 3d of September we were detained at this point by the closing in of the ice from the southward, occasioned by strong S. E. winds, accompanied with thick weather and snow. On this day the packed ice moved off from the edge of the fixed ice, leaving a practicable lead to the west, into which we at once stood. At midnight, when about two-thirds of the way across the channel, the closing ice arrested our progress. We were in some danger from heavy masses coming against us, but both vessels passed the night uninjured. In the evening of the 4th we were able to

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make a few miles more westing, and the following day we reached Barlow's inlet. The ice being impracticable to the southward, we secured the vessels at its entrance. The Assistance, and her steam tender, were seen off Cape Hotham, behind which they disappeared in the course of the day.

Barlow's inlet would afford good shelter for vessels in case of necessity, but it would require some cutting to get in or out. The ice of last winter still remained in it unbroken.

A fresh breeze from the north on the 8th, caused the ice in the channel to set to the southward. It still remained, however, closely packed on Cape Hotham. On the 9th, in the morning, the wind shifted to the westward; an opening appeared, and we at once got under way.

Passing Cape Hotham, a lead was seen along the south side of Cornwallis island, into which, with a head wind, we worked slowly, our progress being much impeded by bay ice; indeed it brought us to a dead stand more than once. The following day we reached Griffith's island, passing the southern point of which, the English searching vessels were descried made fast to the ice at a few miles distance. The western lead closing at this point, we were compelled to make fast also.

The ice here was so very unfavorable for making further progress, and the season was so far advanced, that it became necessary to take further movements into serious consideration. A consultation was held with the commander of the Rescue, and after reviewing carefully all the circumstances attending our position, it was judged that we had not gained point from which we could commence operations in the season of 1851 with decided advantages. Therefore, agreeably to my instructions, I felt it an imperative duty to extricate the vessels from the ice and return to the United States.

The state of the weather prevented our acting immediately upon this decision.

September 11th, wind from the eastward, with fog and snow, we were kept stationary; much bay ice forming; thermometer 26°. Early in the morning of the 12th the wind changed to the N. W. and increased rapidly to a heavy gale, which, coming off the ice, brought with it clouds of drift snow.

The Rescue was blown from her ice anchors, and went adrift so suddenly that a boat and two of her men were left behind; she got under sail, but the wind was too strong for her to regain the ice. The driving snow soon hid her from us. The Advance came near meeting the same fate; the edge of the floe kept breaking away, and it was with much difficulty that other ice anchors could be planted further in, to hold on by. The thermometer fell to 8°; mean for the 24 hours, 14°.

On the morning of the 13th, the wind having moderated sufficiently, we got under way, and, working our way through some streams of ice, arrived in a few hours at Griffith's island, under the lee of which we found our consort made fast to the shore, where she had taken shelter in the gale, her crew having suffered a good deal from the inclemency of the weather. In bringing to, under the lee of the island, she had the misfortune to spring her rudder, so that, on joining us, it was with much difficulty she could steer. To insure her safety and more rapid progress she was taken in tow by the Advance, when she bore up with a fine breeze from the westward. Off Cape Martyr we left the English squadron, under Capt. Austin.

About ten miles further to the west, the two vessels under Capt. Penny, and that under Sir John Ross, were seen secured near the land. At 8 p.

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m. we had advanced as far as Cape Hotham. Thence, as far as the increasing darkness of the night enabled us to see, there was nothing to obstruct our progress, except the bay ice. This with a good breeze would not have impeded us much; but, unfortunately, the wind, when it was most required, failed us. The snow, with which the surface of the water was covered, rapidly cemented and formed a tenacious crust, through which it was impossible, with all our appliances, to force the vessels. At 8 p. m. they came to a dead stand, some ten miles to the east of Barlow's inlet.

The following day the wind hauled to the southward, from which quarter it lasted till the 19th. During this period theyoung ice was broken, its edges squeezed up into hummocks, and one floe overrun by another till it all assumed the appearance of heavy ice. The vessels received some heavy nips from it, but they sustained them without injury. Whenever a pool of water made its appearance every effort was made to reach it, in hopes it would lead us into Beechy island, or some other place where the vessels might be placed in security for the winter.

The winter set in unusually early, and the severity with which it commenced forbade all hope of our being able to return this season, and I now became anxious to attain a point in the neighborhood from whence, by means of land parties in the spring, a goodly extent of Wellington channel might be examined.

In the mean time, under the influence of the south wind, we were being set up the channel. On the 18th we were above Cape Bowden, the most northern point seen on this shore by Parry. The land on both shores was seen much further, and tended considerably to the west of north. To account for this drift, the fixed ice of Wellington channel, which we had observed in passing to the westward, must have been broken up and driven to the southward by the heavy gale of the 12th.

On the 19th the wind veered to the north, which gave us a southerly set, forcing us in at the same time with the western shore. This did not last long, for the next day the wind hauled again to the south and blew fresh, bringing the ice in upon us with much pressure. At midnight it broke up all round us, so that we had work to maintain the Advance in a safe position and keep her from being separated from her consort, which was immovably fixed in the centre of a large floe.

We continued to drift slowly to the NNW. until the 22d, when our progress appeared to be arrested by a small low island which was discovered in that direction, about seven miles distant. A channel of three or four miles in width separated it from Cornwallis island. This latter island, tending NW. from our position, terminated abruptly in an elevated cape, to which I have given the name of "Manning," after a warm personal friend and ardent supporter of the expedition. Between Cornwallis island and some distant highland visible in the north, appeared a wide channel leading to the westward. A dark misty-looking cloud which hung over it, (technically termed "frost-smoke") was indicative of much open water in that direction.

This was the direction to which my instructions, referring to the investigations at the National Observatory, concerning the winds and currents of the ocean, directed me to look for open water.

Nor was the open water the only indication that presented itself in confirmation of this theoretical conjecture as to a milder climate in that direction. As we entered Wellington channel, the signs of animal life became

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more abundant, and Captain Penny, commander of one of the English expeditions, who afterwards penetrated on sledges much farther towards the region of the frost-smoke than it was possible for us to do in our vessels, reported that he actually arrived on the borders of this open sea.

Thus these admirably drawn instructions, deriving arguments from an enlarged and comprehensive system of physical research, not only pointed with emphasis to an unknown open sea, into which Franklin had probably found his way, but directed me to search for traces of his expedition in the very channel at the entrance of which it is now ascertained he had passed his first winter.

The direction in which search, with most chances of success, is now to be made for the missing expedition, or for traces of it, is no doubt in the direction which is so clearly pointed out in my instructions.

To the channel which appeared to lead into the open sea, over which the cloud of frost-smoke hung as a sign, I have given the name of Maury, after the distinguished gentleman at the head of our National Observatory, whose theory with regard to an open sea to the north is likely to be realized through this channel. To the large mass of land visible between NW. to NNE. I gave the name of Grinnell, in honor of the head and heart of the man in whose philanthropic mind originated the idea of this expedition, and to whose munificence it owes its existence.

To a remarkable peak bearing NNE. from us distant about forty miles, was given the name of Mount Franklin. An inlet or harbor immediately to the north of Cape Bowden was discovered by the commander of the Rescue, in his land excursion from Point Innes, on the 27th of August, and has received the name of Griffin inlet. The small island mentioned before was called Murdaugh's island, after the acting master of the Advance.

The eastern shore of Wellington channel appeared to run nearly parallel with the western; but it became quite low, and being covered with snow, could not be distinguished with certainty, so that its continuity with the high land to the north was not ascertained.

Some small pools of open water appearing near us, an attempt was made to get the vessels into them. The Advance was moved about fifty yards, but our combined efforts were of no avail in extricating the Rescue from her icy cradle. A change of wind not only closed the ice up again, but threatened to give us a severe nip. We unshipped her rudder and placed it out of harm's way.

September 23d was an uncomfortable day; the wind was from the NE. with snow. From an early hour in the morning the floes began to be pressed together with so much force that their edges were thrown up in immense ridges of rugged hummocks. The Advance was heavily nipped between two floes, and the ice was piled up so high above the rail on the starboard side as to threaten to come on board and sink us with its weight. All hands were occupied in keeping it out. The pressure and commotion did not cease till near midnight, when we were very glad to have a respite from our labors and fears. The next day we were threatened with a similar scene, but it fortunately ceased in a short time.

For the remainder of September and until the 4th of October, the vessels drifted but little. The winds were very light; the thermometer fell to minus 12° and ice formed over the few pools in sight, sufficiently strong to travel upon.

We were now strongly impressed with the belief that the ice had become

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fixed for the winter, and that we should be able to send out travelling parties from this advanced position for the examination of the land to the northward. Stimulated by this fair prospect, another attempt was made to reach the shore in order to establish a depot of provisions at, or near Cape Manning, which would materially facilitate the progress of our parties in the spring, but the ice was still found to be detached from the shore, and a narrow lane of water cut us off from it.

During this interval of comparative quiet, preliminary measures were taken for heating the Advance, and increasing her quarters so as to accommodate the officers and crews of both vessels. No stoves had as yet been used in either vessel; indeed they could not well be put up with ,at placing a large quantity of stores and fuel upon the ice. The attempt was made to do this, but a sudden crash in the floe where it appeared strongest, causing the loss of several tons of coal, convinced us that it was not yet safe to do so. It was not till the 20th of October that we got fires below. Ten days later the housing-cloth was put over, and the officers and crew of the Rescue ordered on board the Advance, for the winter. Room was found on the deck of the Rescue for many of the provisions removed from the hold of this vessel; still a large quantity had to be placed on the ice.

The absence of fires below had caused much discomfort to all hands ever since the beginning of September; not so much from the low temperature as from the accumulation of moisture by condensation, which congealed as the temperature decreased, and covered the wood-work of our apartments with ice. This state of things soon began to work its effect upon the health of the crews; several cases of scurvy appeared among them; and notwithstanding the indefatigable attention and active treatment resorted to by the medical officers, it could not be eradicated; its progress, however, was checked.

All through October and November we were drifted to and fro by the changing wind, but never passed out of Wellington channel. On the first of November the new ice had attained the thickness of thirty-seven inches; still, frequent breaks would occur in it, often in fearful proximity to the vessels. Hummocks, consisting of massive granite-like blocks, would be thrown up to the height of twenty, and even thirty feet. This action in the ice was accompanied with a variety of sounds impossible to be described; but when heard, never failed to carry a feeling of awe into the stoutest hearts. In the stillness of an arctic night they would be heard several miles; and often was the rest of all hands disturbed by them.

To guard against the worst that could happen to us, the destruction of the vessels, the boats were prepared, and sledges built. Thirty days' provisions were placed in them for all hands, together with tents and blanket bags for sleeping in. Besides this each man and officer had his knapsack, containing an extra suit of clothes. These were all kept in readiness for use at a moment's notice.

For the sake of wholesome exercise, as well as to inure the people to ice-travelling, frequent excursions were made with our laden sledges. The officers usually took the lead at the drag-ropes, and they, as well as the men, underwent the labor of surmounting the rugged hummocks with great cheerfulness and zeal. Notwithstanding the low temperature, all hands usually returned in a profuse perspiration. We had also other sources of exercise and amusement, such as the foot-ball, skating, sliding and racing, with theatrical representations on holidays and national anniversaries. These

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amusements were continued throughout the winter, and contributed very materially to the cheerfulness and general good health of all hands.

The drift had set us gradually to the southeast until we were about five miles to the southwest of Beechy island. In this position we remained comparatively stationary about a week. We once more began to entertain a hope that we had become fixed for the winter, but it proved a vain one; for on the last day of November a strong wind from the westward set in, with thick snowy weather. This wind created an immediate movement in the ice; several fractures took place near us, and many heavy hummocks were thrown up. The floe in which our vessels were imbedded was being rapidly encroached upon, so that we were in momentary fear of the ice breaking from around them, and that they would be once more broken out, and left to the tender mercies of the crushing floes.

On the following day (the 1st of December,) the weather cleared off, and the few hours of twilight which we had about noon enabled us to get a glimpse of the land. As well as we could make it out, we appeared to be off Gascoigne inlet.

We were now clear of Wellington channel, and in the fair way of Lancaster sound, to be set either up or down at the mercy of the prevailing winds and currents. We were not long left in doubt as to the direction we had to pursue. The winds prevailed from the westward, and our drift was steady and rapid towards the mouth of the sound.

The prospect before us was now anything but cheering. We were deprived of our last fond hope—that of becoming fixed in some position whence operations could be carried on by means of travelling parties in the spring. The vessels were being fast set out of the regions of research.

Nor was this our only source of uneasiness. The line of our drift was from two to five miles from the north shore; and whenever the moving ice met with any of the capes, or projecting points of land, the obstruction would cause fractures in it, extending off to, and far beyond us.

Cape Hurd was the first and most prominent point; we were but two miles from it on the 3d of December. Nearly all day the ice was both seen and heard to be in constant motion at no great distance from us. In the evening a crack in our floe took place not more than twenty-five yards ahead of the Advance. It opened in the course of the evening to the width of one hundred yards.

No further disturbance took place until noon of the 5th, when we were somewhat startled by the familiar and unmistakable sound of ice grinding against the side of the ship. Going on deck, I perceived that another crack had taken place along the length of the vessel. It did not open more than a foot; this, however, was sufficient to liberate the vessel, and she rose several inches bodily, having become more buoyant since she was frozen in. The following day, in the evening, the crack opened several yards, leaving the sides of the Advance entirely free, and she was once more supported by, and rode in her own element. We were not, however, by any means in a pleasant situation. The floes were considerably broken in all directions around us, and one crack had taken place between the two vessels. The Rescue was not disturbed in her bed of ice.

December 7, at 8 a. m., the crack in which we were had opened and formed a lane of water 50 feet wide, communicating ahead, at the distance of 60 feet, with ice of about one foot in thickness, which had formed since the 3d. The vessel was secured to the largest floe near us, (that on which

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our spare stores were deposited.) At noon the ice was again in motion, and began to close, affording us the pleasant prospect of an inevitable "nip" between two floes of the heaviest kind. In a short time the prominent points took our sides on the starboard, just about the main rigging, and on the port, under the counter, and at the fore rigging, thus bringing three points of pressure in such a position that it must have proved fatal to a larger or less strengthened vessel.

The Advance, however, stood it bravely. After trembling and groaning in every joint, the ice passed under and raised her about two and a half feet; she was let down again for a moment, and then her stern was raised about five feet; her bow, being unsupported, was depressed almost as much. In this uncomfortable position we remained. The wind blew a gale from the eastward; and the ice all round was in dreadful commotion, excepting, fortunately, that in immediate contact with us. The commotion in the ice continued all through the night, and we were in momentary expectation of witnessing the destruction of both vessels. The easterly gale had set in some two or three miles to the west.

As soon as it was light enough to see on the 9th, it was discovered that the heavy ice in which the Rescue had been imbedded for so long a time, was entirely broken up and piled around her in massive hummocks. On her pumps being sounded, I was gratified to learn that she remained tight, notwithstanding the immense straining and pressure that she must have endured.

During this period of trial, as well as in all former and subsequent ones, I could not avoid being struck with the calmness and decision of the officers, as well as the subordination and good conduct of the men, without an exception. Each one knew the imminence of the peril that surrounded us, and was prepared to abide it with a stout heart. There was no noise, no confusion. I did not detect, even in the moments when the destruction of the vessels seemed inevitable, a single desponding look among the whole crew; on the contrary, each one seemed resolved to do his whole duty, and every thing went on cheerily and bravely.

For my own part I had become quite an invalid—so much so, as to prevent my taking an active part in the duties of the vessel, as I had always done, or even from incurring the exposure necessary to proper exercise. However, I felt no apprehension that the vessel would not be properly taken care of, for I had perfect confidence in the officers, one and all, by whom I was surrounded. I knew them to be equal to any emergency; but I felt under special obligations to the gallant commander of the Rescue, for the efficient aid which he rendered me. With the kindest consideration, and most cheerful alacrity, he volunteered to perform the executive duties during the winter, and relieve me from every thing that might tend in the least to retard my recovery.

During the remainder of December, the ice remained quiet immediately around us, and the breaks were all strongly cemented by new ice. In our neighborhood, however, cracks were daily visible. Our drift to the eastward averaged nearly six miles per day, so that on the last of the month we were at the entrance of the sound; Cape Osborn bearing north from us.

January, 1851. On passing out of the sound and opening Baffin's bay to the northward, was seen a dark horizon, indicating much open water in that direction.

On the 11th, a crack took place between us and the Rescue, passing close under our stern. It opened and formed a lane of water eighty feet wide.

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In the afternoon the floes began to move; the lane of water was closed up, and the edges of the ice coming in contact with much pressure, threatened the demolition of the narrow space which separated us from the line of fracture; fortunately the floes again separated and assumed a motion by which the Rescue passed from our stern to the port bow, and increased her distance from us to seven hundred yards, where she came to a stand. Our stores that were on the ice were on the same side of the crack as the Rescue, and of course were carried with her.

The following day the ice remained quiet; but soon after midnight on the 13th, a gale having sprung up from the westward, it once more got into violent motion; young ice in the crack near our stern was soon broken up; the edges of the thick ice came in contact, and a fearful pressure took place, forcing up a line of hummocks which approached within ten feet of our stern. The vessel tumbled and complained a great deal. At last the floe broke up around us into many pieces and became detached from the sides of the vessel. This scene of frightful commotion lasted till 4 a.m. Every moment I expected the vessel would be crushed or overwhelmed by the massive ice forced up far above our bulwarks. The Rescue, being further removed on the other side of the crack from the line of crushing, and being firmly imbedded in heavy ice, I was in hopes would remain undisturbed; but this was not the case; for, on sending to her as soon as it was light enough to see, the floe was found to be broken away entirely up to her bows, and then formed into such high hummocks, that her bowsprit was broken off, together with her head, and all the light wood-work about it. Had the action of the ice continued much longer, she must have been destroyed.

We had the misfortune to find that sad havoc had been made among the stores and provisions left on the ice; a few barrels were recovered, but a large number were crushed and had disappeared.

On the morning of the 14th, there was again some motion in the floes: that on the port side moved off from the vessel two or three feet, and there became stationary. This left the vessel entirely detached from the ice round the water-line, and it was expected she would once more resume an upright position. In this, however, we were disappointed, for she remained with her stern elevated and a considerable list to starboard, being held in this uncomfortable position by the heavy masses which had been forced under her bottom. She retained this position until she finally broke out in the spring.

We were now fully launched into Baffin's bay, and our line of drift begun to be more southerly, assuming a direction nearly parallel with the western shore of the bay at a distance of from forty to seventy miles from it.

After an absence of eighty-seven days the sun, on the 29th of January, raised his whole diameter above the southern horizon and remained visible more than an hour. All hands, on seeing an old friend again, gave vent to their delight in three hearty cheers.

The length of the days now went on increasing rapidly, but no warmth was yet experienced from the sun's rays; on the contrary, the cold became more intense. Mercury was congealed for several days in February; also in March; which did not occur at any other period of the winter. A very low temperature was invariably accompanied with clear and calm weather, so that our coldest days were perhaps the most pleasant. In the absence of wind we could take exercise in the open air without feeling any inconvenience from the cold. But with a strong wind blowing it was dangerous to

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be exposed to its chilling blasts for any length of time, even when the thermometer indicated a comparatively moderate degree of temperature.

The ice around the vessel soon became again cemented and fixed, and no other rupture was experienced until it finally broke up in the spring and allowed us to escape. Still we kept driving to the southward along with the whole mass. Open lanes of water were visible at all times from aloft; sometimes they would be formed within a mile or two of us.

Norwhales, seals, and dovekeys, were seen in them. Our sportsmen were not expert enough to procure any except a few of the latter, although they were indefatigable in their exertions to do so. Bears would be frequently seen prowling about, but only two were killed during the winter; others were wounded, but made their escape. A few of us thought their flesh very palatable and wholesome, but the majority utterly rejected it. The flesh of the seal, when it could be obtained, was received with more favor.

As the season advanced, the cases of scurvy became more numerous; yet they were all kept under control by the unwearied attention and skilful treatment of the medical officers. My thanks are due to them, especially to passed assistant surgeon Kane, the senior medical officer of the expedition. I often had occasion to consult him concerning the hygien of the crew, and it is in a great measure owing to the advice which he gave and the expedients which he recommended, that the expedition was enabled to return without the loss of a man.

By the latter part of February, the ice had become sufficiently thick to enable us to dig a trench around the stern of the Rescue, deep enough to ascertain the extent of the injury she had received in the gale at Griffith's island. It was not found to be material; the upper gudgeon alone had been wrenched from the stern-post; it was adjusted and the rudder repaired and made ready for shipping when it should be required. A new bowsprit was also made for her out of the few spare spars that we had left, and everything made seaworthy in both vessels before the breaking up of the ice.

On the first of April a hole was cut in some ice that had been forming since our first besetment, in September; it was found to have attained the thickness of seven feet two inches.

In this month (April) the amelioration in the temperature became quite sensible. All hands were kept at work cutting and sawing the ice from around the vessels, in order to allow them to float once more. With the Rescue they succeeded, after much labor, in attaining this object; but around the stern of the Advance, the ice was so thick that our thirteen-feet saw was too short to pass through it. Her bows and sides, as far aft as the gangways, were liberated.

After making some alterations in the Rescue for the better accommodation of her crew, fires having been lighted on board of her for several days previous, to remove the ice and dampness which had accumulated during the winter, both officers and crew were transferred to her on the 24th of April. The stores of this vessel which had been taken out were restowed, the housing-cloth taken off, and the vessel made in every respect ready for sea. There was little prospect, however, of our being able to reach this desired element very soon. The nearest water was a narrow lane more than two miles distant, and to cut through the ice which intervened would have been next to impossible. Beyond this lane from the mast-head nothing but interminable floes could be seen. It was thought best to wait in pa-

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hence and allow nature to work for us; she alone could effectually break up and dissolve the icy chains with which she had bound us.

In May, the noon-day sun began to have some effect upon the snow which had covered the ice; the surface of the floes became watery and difficult to walk over; still, the dissolution was so slow in comparison with the mass to be dissolved, that it must have taken us a long period to have become liberated from this cause alone. More was expected from our southerly drift, which still continued, and must soon carry us into a milder climate and open sea.

On the 19th of May the land about Cape Searle was made out, the first we had seen since passing Cape Walter Bathurst, about the 20th of January. A few days later we were off Cape Walsingham, and on the 29th passed out of the Arctic zone.

June 5th, a moderate breeze from S. E. with pleasant weather; thermometer up to 40° at noon, and altogether quite a warm and melting day. During the morning, a peculiar crackling sound was heard on the floe; I was inclined to impute it to the settling of the snow-drifts, as they were acted upon by the sun; but in the afternoon, at about five o'clock, the puzzle was solved very lucidly, and to the exceeding satisfaction of all hands. A crack in the floe took place between us and the Rescue, and in a few minutes thereafter the whole of the immense field in which we had been imbedded for so many months was rent in all directions, leaving not a piece exceeding 100 yards in diameter. This rupture was not accompanied with any noise.

The Rescue was entirely liberated; the Advance only partially; the ice in which her after part was imbedded, still adhered to her from the main chains aft, keeping her stern elevated in its unsightly position. The pack (as it may now be called) became quite loose; and but for our pertinacious friend acting as an immense drag upon us, we might have made some headway in any desired direction. All our efforts were now turned to getting rid of it. With saws, axes, and crow-bars, the people went to work with a right good will, and after hard labor for 48 hours succeeded. The vessel was again afloat, and she righted. The joy of all hands vented itself spontaneously in three hearty cheers. The after part of the false keel was gone, being carried away by the ice. The loss of it, however, I was glad to perceive, did not materially affect the sailing or working qualities of the vessel. The rudders were shipped, and we once more were ready to move as efficient as the day we left New York.

Steering to the S. E. and working slowly through the loose but heavy pack, on the 9th we parted from the Rescue in a dense fog, she taking a different lead from the one the Advance was pursuing.

On the morning of the 10th, with a fresh breeze from the north, under a press of sail, we forced a way into an open and clear sea, in latitude 65° 30′, about 35 miles from the spot in which we were liberated.

The wind, which in the ice was merely fresh, proved to be in clear water a gale, with a heavy sea running. Through this we labored until the next morning, when it moderated. The coast of Greenland was in sight.

Our course was now directed for the Whale Fish islands (the place of rendezvous appointed for our consort) which we reached on the 16th; not, however, without having some difficulty in getting through the unusual number of bergs which lined the coast. In an encounter with one we lost a studding-sail boom.

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I had two objects in visiting these islands—that of verifying our chronometers, and to recruit our somewhat debilitated crews. The latter object, I learned on arriving, could be much better attained, and the former quite as well, at Lievely, on Disco island, for which place I bore up, leaving orders for the Rescue to follow us. We arrived on the 17th, and the Rescue joined us the day after.

The crews were indulged with a run on shore every day that we remained, which they enjoyed exceedingly after their tedious winter's confinement. This recreation, together with a few vegetables of an anti-scorbutic character that were obtained, was of much benefit to them. There were no fresh provisions to be had here at this season of the year. Fortunately one of the Royal Danish Company's vessels arrived from Copenhagen while we remained, and from her we obtained a few articles that we stood much in need of. The company's store was nearly exhausted, but what remained was kindly placed at our disposal.

On the 22d, our crews being much invigorated by their exercise on *terra firma*, and the few still afflicted with scurvy being in a state of convalescence, we got under way with the intention of prosecuting the object of the expedition for one season more at least.

From the statements made to us at Lievely, the last winter had been an extraordinary one. The winds had prevailed to an unusual degree from the NW., and the ice was not at any time fixed. The whaling fleet had passed to the northward some time previous to our arrival.

On the 24th we met with some obstruction from the ice off Hare island, and on the following day our progress was completely arrested by it at Stovöe island. In seeking for a passage, we got beset in the pack on a lee shore, near to which we were carried by the drifting ice, and narrowly escaped being driven on the rocks. After getting out of this difficulty, we availed ourselves of every opening in the ice, and worked slowly to the northward near the shore.

On the 1st of July we were off the Danish port and settlement of Pröven; and as the condition of the ice rendered farther progress at present impossible, we went in and anchored, to wait for a change.

Here, again, some scurvy grass was collected, and the men allowed to run on shore.

On the 3d we got under way, and ran out to look at the ice; but finding it still closely packed, returned to our anchorage.

On the 6th, the accounts from our look-out on a hill near us were m favorable. Again we got under way, and finding the "pack" somewh loose, succeeded in making some headway through it. The following day we got into clear water, and fell in with two English whaling vessels, the Pacific and the Jane. To their gentlemanly and considerate commanders, we are much indebted for the supplies furnished us, consisting of potatoes, turnips, and other articles most acceptable to people in our condition. Much interesting news was also gained from them respecting important events which had occurred since we had left home.

Their statement as to the condition of the ice to the northward, was anything but flattering to our prospects. They had considered it so very unfavorable, as to abandon the attempt to push through Melville bay, and were now on their way to the southward.

On the 8th we communicated with the settlement of Uppernavik. The next day two more English whaling vessels were passed on their way to the

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southward. At the same time, the McLellan, of New London, the only American whaler in Baffin's bay, was descried, also standing south. On communicating with her, we were rejoiced to find letters and papers from home, transmitted by the kindness of Mr. Grinnell.

We remained by the McLellan several hours, in order to close our letters and despatch them by her. Several articles that we stood much in need of were purchased from her.

On the 10th, the Baffin islands being in sight to the north, we met the remainder of the whaling fleet returning. They confirmed the accounts given us by the Pacific and the Jane, in regard to the unfavorable condition of the ice for an early passage through Melville bay. The following are the names of the vessels communicated with, viz: Joseph Green, of Peterhead; Alexander, of Dundee; Advice, of do.; Princess Charlotte, of do.; Horn, of do.; Anne, of Hull; Regalia, of Kirkaldy; Chieftain, of do.; and Lord Gambier, of ——. My notes are unfortunately at fault as to the names of their enterprising and warm-hearted commanders, each of whom vied with the other in showering upon us such articles as they knew we must be in want of, consisting of potatoes, turnips, fresh beef, &c. My proposition to compensate them they would not entertain for a moment, and I take this occasion of making public acknowledgment of the valuable aid rendered us, to which, no doubt, much of our subsequent good health is owing.

On the 11th, in attempting to run between the Baffin islands, the Advance grounded on a rocky shoal. The Rescue barely escaped the same fate by hauling by the wind, on discovering our mishap. Fortunately there was a large grounded berg near, to which our hawsers could be taken for hauling off, which we succeeded in doing after twenty-four hours' hard work. The vessel had not apparently received any injury; but a few days later, another piece of her false keel came off, supposed to have been loosened on this occasion.

The ice to the north of the islands was too closely packed to be penetrated, and the prevalence of southerly winds afforded but little prospect of a speedy opening.

On the 16th the searching yacht Prince Albert succeeded in reaching near to our position, after having been in sight for several days. Mr. Kennedy, her commander, came on board and brought us letters.

The berth in which our vessels were made fast at this place was alongside of the low tongue of an immense berg, which, by accurate measurement, towered up to the height of 245 feet above the water-level. It was aground in 96 fathoms water, thus making the whole distance from top to bottom 821 feet; its diameter at the water-line I estimated at 1,500 feet. We saw many bergs equally as large as this, and some much larger; but this was the only one that we had so good an opportunity of measuring with accuracy.

On the 17th the ice opened a little, and we got under way. Hence till the 27th, with almost incessant work, by watching every opening we continued to make a few miles each day, the Prince Albert keeping company with us. On this day, while running through a narrow lead, the ice closed suddenly. The Advance was caught in a tight place, and pretty severely nipped. We managed to unship the rudder; but before it could be secured, the crushing ice carried it under: we had lines fast to it, however, and after the action of the ice ceased, it was extricated without injury. The Rescue and Prince Albert, although near us, were in better berths, and escaped the

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severe nip which the Advance received. We were closely beset in this position, and utterly unable to move until the 4th of August, when, the ice slacking a little, we succeeded in getting hold of the land-ice, one mile further to the north. The Prince Albert was still in the "pack," a mile or two to the southward of us. Mr. Kennedy informed me that it was his intention to abandon this route and return to the southward as soon as his vessel could be extricated from her present position, in the hope of finding the ice more practicable in that direction. Some letters and papers that he had brought out for the other English searching vessels, he placed on board of us; unfortunately we were never able to deliver them.

We lost sight of the Prince Albert on the 13th. For our own part there was no possibility of moving in any direction. The berth we had taken up under the impression that it was a good and safe one, proved a "regular trap;" for the drift pack not only set in upon us, but innumerable bergs came drifting along from the southward, and stopped near our position, forming a perfect wall around us at not more than from 200 to 400 yards distance. Many unsuccessful attempts were made to get out. The winds were light, and all motion in the ice had apparently ceased. The young ice, too, began to form rapidly, and was only prevented from cementing permanently together the broken masses around us, by the frequent undulations occasioned by the overturning or falling to pieces of the neighboring bergs.

My anxiety daily increased at the prospect of being compelled to spend another winter in a similar, if not a worse situation than was that of the last.

On the 18th the ice was somewhat looser; we immediately took advantage of it, and managed to find an opening between two large bergs, sufficiently wide to admit the passage of the vessels. Outside of the bergs, we had open water enough to work in.

We stood to the NW., but the lead closing in the distance, and the ice appearing as unfavorable as ever, I did not deem it prudent to run the risk of their besetment again at this late period of the season. And considering that, even if successful in crossing the pack, it would be too late to hope to attain a point on the route of search as far as we had been last year, therefore, in obedience to that clause in my instructions which says, "You are especially enjoined not to spend, if it can be avoided, more than one winter in the Arctic regions," with sad hearts that our labors had served to throw so little light upon the object of our search, it was resolved to give it up and return to the United States.

We therefore retraced our steps to the southward. The ice that had so much impeded our progress upward, had entirely disappeared. We touched for refreshments by the way, at some of the settlements on the coast of Greenland, where we were most kindly and hospitably received by the Danish authorities.

Leaving Holsteinberg on the 6th of September for New York, the two vessels were separated in a gale to the southward of Cape Farewell. The Advance arrived on the 30th ultimo, and the Rescue on the 7th inst., with grateful hearts from all on board to a kind and superintending Providence

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for our safe deliverance from danger, shipwreck and disaster, during so perilous a voyage.

I have the honor to be, sir, your obedient servant,

EDWIN J. DE HAVEN,
Lieutenant Commanding Arctic Expedition.

To the Hon. WILLIAM A. GRAHAM,
Secretary of the Navy, Washington.

P. S.—The chart with my track, and which also shows the discoveries of the expedition, has been deposited in the Hydrographical office.

C.

MEMPHIS, *June* 11, 1851.

SIR: We have the honor to enclose herewith a report made in pursuance of your orders, dated the 3d of May, 1851, relating to the site selected for the navy-yard at Memphis, and its adaptation to the purposes intended.

We have the honor to be, sir, very respectfully, your obedient servants,

WM. H. CHASE,
Major of Engineers.
C. A. OGDEN,
Brevet Major of Engineers.
W. F. SHIELDS,
Commandant U. S. N.

The Hon. W. A. GRAHAM,
Secretary of the Navy, Washington.

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MEMPHIS, *June* 11, 1851.

"And generally, is the location a proper one, and sufficiently commodious for the various purposes of a navy-yard?"

Of all the matter submitted by the Secretary of the Navy to the undersigned commissioners for investigation and report, relating to the navy-yard at Memphis, the most important is embraced in the above quotation from the 12th point of inquiry stated by the Secretary, and deserves our first consideration.

Looking to the question of fitness, strictly in a professional point of view, without regard to any political coloring, we do not perceive the reasons which governed or the policy that dictated, in the establishment by law, of a navy-yard at Memphis, lacking, as this position does in a remarkable manner, most of the advantages, either natural or those that may be obtained by artificial means, due to the various purposes of a naval arsenal.

To illustrate the deficiencies of the position for the purposes intended, it is only necessary to state what the essential requisites are, for the proper location and commodious arrangement of a naval establishment.

In the first place, the position should be selected as near to the ocean as possible, having regard to the depth of the water necessary at all times to admit the passage of the largest ships of war with the greatest facility, and,

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at the same time, to its perfect defence by permanent batteries against a maritime or land attack.

In naval as well as in military operations, time is the most important element, and the power that gains most on this score in attack, defence and other movements, has the best chance of eventual good success.

Naval depots and dock-yards containing supplies of all kinds for fitting out and repairs of vessels of war, and strongly fortified, form the base of operations for fleets, without which victory may not be assured, nor a masterly retreat effected in case of reverse.

It is apparent, then, that naval establishments should be erected in harbors in close proximity with the sea, affording a deep and facile entrance for the largest ships; and be capable of a good defence against attacks of the enemy's forces.

All maritime nations have selected their naval positions with a view to these principal advantages, and in no instance has Spain, Holland, France or England placed their naval establishments at points very distant from the sea.

Memphis does not present the first and second requisites above stated, but it possesses the third in an eminent degree, for its distance from the Gulf of Mexico, and the shallowness of the mouths of the Mississippi, as well as that of the shoals and bars in the river at low water, would, without the intervention of artificial means, forever defend it against the attacks of the most daring enemy.

There are other requisites for the site of a navy yard, such as suitableness of soil for foundations of wharves, docks, building and launching-slips, and other structures intended to receive and support great weights; besides facility of intercourse with other parts of the country, by which the various materials and machinery required for naval purposes may be readily procured.

Soil affording good foundations, may not always be had at otherwise favorable positions; but this want may be supplied generally by artificial means.

Facile communications may not always exist with a naval position, though it may be near to the sea, and easy of access therefrom; but art would here supply the deficiency of nature by railways and canals.

These, then, are requisites of minor consideration, since, lacking them naturally, they may be supplied artificially.

So that if Memphis possessed the advantages of close proximity with the sea, deep water and easy access, the propriety of the selection of a site in its vicinity for a naval establishment might not now be questioned, at least on these scores. But failing these, the position at Memphis is unfit for naval purposes, except in a very limited degree. Indeed it would seem that the Navy Department had entertained the same opinion expressed by the undersigned, for all the improvements at the yard have been made, principally, with regard to one branch of naval work, the manufacture of cordage. If this has not been the result of design, it has happened fortunately, for thereby much useless expenditure has been saved to the United States. The appropriation of the yard exclusively to the manufacture of cordage, will secure that proper economy which is due, and so essentially necessary to an efficient administration of a great department of the government, like that of the navy.

Taking for granted, then, that this is the policy to be pursued in future with regard to the Memphis navy yard, it is in place to examine whether

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the buildings at present erected are suitable to the purposes of a cordage factory, and, lacking any, to suggest what buildings are necessary to be constructed.

The principal building designed for the rope factory, in its length, breadth and depth, appears to be well adapted to the manufacture of cordage, affording ample room, in connexion with the tarring-house and hemp-house, for every department of work and storage. Though a slight subsidence of the southwest angle of the head-house is exhibited, it is not considered as threatening the safety of the building, so far as it may be tested with the present weight imposed, embracing that of the machinery. But of the solidity being sufficient to meet the shock, or rather the vibration of the machinery in full operation, some doubt is entertained—a doubt arising in view of the imperfect manner in which the foundations of the building have been constructed, and from the opinion expressed by the superintendent of the factory, whose experience in the more solid structure of Charlestown navy yard forces him to a comparison unfavorable to the Memphis building. Time and the full operation of the machinery may alone solve this doubt. In the mean time, though no remedy can be applied to the foundations, yet the superstructure may in some parts be stiffened and strengthened in the manner pointed out in another section of this report.

The superintendent states that the factory is complete in all its parts, and ready to be put into operation after some minor details of the machinery are arranged by the contractor, and the necessary adjustments made, due to the working of machinery for the first time; and it is added, after the cisterns for the supply of pure water to the steam-engine shall have been completed. The tarring-house and machinery are complete, with the exception of some minor details relating to the latter. The hemp-house is under construction, and may soon be completed with existing means. A smithery and machine shop being provided for within the rope factory building, no separate building is necessary for these purposes.

The superintendent thinks that it is better for organization and control, that the rope-workers and other employees should be quartered within the yard. Buildings designed for other purposes, already erected or partially completed, can be converted into quarters for workmen. These are the buildings for offices, now nearly completed, and the joiner's shop, which is completed. The former, no longer required for offices in the reduced state of the yard, would afford a comfortable residence to the superintendent of the factory, his clerk and principal men.

The joiner's shop, intended for the enlarged operations of a building yard, may now be occupied by workmen. A single carpenter or model maker is required by the superintendent, to be employed about the factory, and a shop can be provided for him in the building now used as a lime-house, in which, also, room may be found for the fire-engine.

Foundations for a storehouse, blacksmith shop, and saw mill, have been laid, and all the materials required for them have been delivered, or are under contract for delivering.

It is advisable that no further work be done on these buildings, excepting the blacksmiths' shop, which, as it is a smaller and less costly building than the storehouse, and as the materials for it are on hand, may be completed and used as a storehouse. There is no present necessity for a saw mill; besides, the radical defect in the existing foundations of that building will compel the abandonment of the site.

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The permanent wall around the navy yard has been partially constructed Its completion is not deemed necessary to the protection of the public property pertaining to a rope factory. A strong cypress fence, supported by posts driven into the ground, will answer a good purpose, and should be carried along the bank of the river, and the other two sides of the yard, until it joins the permanent wall.

The other existing structures which will be useful adjuncts to the rope factory, are the commandant's house, the house now occupied for offices, and the temporary buildings for stables, quarters and naval storekeeper's office, &c. These buildings are situated on the upper terrace. The office building would afford accommodation for the commandant's office, and quarters for the midshipman attached as aid to the naval officer supervising the establishment. The stables and other temporary buildings would answer useful purposes.

Cisterns necessary for the supply of water to the steam-engine should be placed in the position indicated in the sketch of the yard, accompanying this report. They are three in number, each of them designed to hold 50,000 gallons of water, making 150,000 gallons; to which adding 30,000 gallons contained in cistern A, already constructed, a capacity for the supply of 180,000 gallons is exhibited, which is deemed sufficient for the engine, for drinking-water, and for the escape of a quantity through the waste-weirs, by which the purity of the water is improved.

It was intended to have placed cisterns under one of the divisions of the head-house, by sinking them below the level of the cellar floor, and abutting them against the foundation piling to the depth of eighteen feet. But as there is ample room, *en ciel ouvert*, for these structures to be placed conveniently to the boiler-house, and to the surfaces from which they are to be supplied with water, it is perhaps better not to incur any risk by disturbing the foundations and piers supporting the building, especially as those foundations have been imperfectly constructed. When the present contract for filling up the yard with earth to its proper grade is completed, sufficient will have been done to afford space for communication with existing buildings. No more embankments will be necessary, if the operations at the yard are in future to be confined to the manufacture of cordage, excepting perhaps that remaining to be done in the spaces marked B and C, in the sketch of the yard. Two of the undersigned, Shields and Ogden, for sanitary considerations, are in favor of the work being done. The other, Chase, is opposed, for it involves an expense of $20,000, which is not required in the reduced condition of the yard.

Having carefully investigated the foregoing subject, and made such suggestions as were deemed proper and pertinent to them, the undersigned will now proceed to report more particularly upon the points to which their attention was required by the Secretary of the Navy.

1. The soil within the limits of the navy yard is composed of a yellowish clay mixed with sand, and is obtained from the high bluffs upon which the city of Memphis stands, being used in filling up the yard to a proper grade; and of the alluvial deposites made by the Mississippi, out of which the largest portion of the site has been formed in the last twenty years. The alluvial of the Mississippi is composed of various materials, the chief of which are sand, clay and vegetable matter, in partial or full decomposition. Sand predominates: sometimes the materials are intimately mixed, and at others one material greatly exceeds the others in bulk.

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The borings into the soil of the yard, to the depth of 77 feet, exhibit the prevalence of this deposite of alluvial, with an occasional mixture of gravel, and a stratum of quicksand. This quicksand is composed of very fine sand, with little or no foreign mixture. It is formed by water coming from a higher source than the stratum, and, filling and enlarging the voids in the sand by hydrostatic pressure, prevents the compactness due to solidity.

The alluvial of the Mississippi is susceptible of compactness, hardness and solidness to a certain degree, in the process of being made perfectly dry, and it will then stand with its surface cut vertically; but when it is saturated with water, it becomes semi-fluid, with increased weight equal to the weight of water filling the void, which by experiment was found to be in proportion to the dry alluvial as 1 to 3.5, whilst the bulk of water to that of the alluvial was as 1 to 3.75.

By this it appears that the soil formed from ordinary alluvial deposites is susceptible of great compression, and is thus unfit in its natural condition for foundations intended to sustain heavy weights, either by constant action or by percussion.

2. The mouth of Wolf river has been projected twenty-seven hundred feet from its mouth near the bluff into the Mississippi river, during the last twenty-five years.

The changes of the current from direct action on the bank at and above this point, to a line running nearly parallel to both banks of the river, has found an eddy current in which the work of deposite has been carried on. The accompanying *eye* sketch exhibits the river at and above Memphis. The dotted red lines and arrows show the old channel and the direction of the current against the eastern shore. The dotted black lines and arrows show the direction of the current as it now runs.

If the current continues in its present direction, there is little danger of the river making inroads upon the sill of the navy yard. If the point at Y continues to wear away, as it has been slowly doing for several years, the river will evidently become straighter, and its current will be less injurious to the banks on either side. The island X, however, is being slowly washed away. The effect of its dissolution would perhaps draw the current over to the old channel, and show it again towards Wolf river, tending to remove the present deposites at its mouth.

The currents of alluvial rivers offer a problem yet to be solved, whilst the direct current is the cause of abrasion of the banks at points where its action is unobstructed, and the reverse or eddy current the cause of the deposites forming new banks; the cause of the change, often sudden and capricious, of these currents, is not yet ascertained. These changes are constantly taking place, and it is doubtful, if the laws that governed them were known, whether they could be ever brought under control by works of art.

3. We can offer nothing on this point from any stock of information obtained from actual observation. A year would be the least time necessary to be devoted to the work. We can at present only refer to the report, by acting master Marr, U. S. N., of the observation made by him on the Mississippi river opposite the navy yard, during the year ending on the 1st March, 1851, and to a diagram of said observations.

In making the reference, we would commend the fidelity and ability with which it appears the work was performed by Mr. Marr.

By this report it is seen that the mean rapidity of the surface current is 2.41 miles per hour; the rapidest current being in May, 1850, and the slow-

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est in November, 1850; the former being in 4.31 miles per hour, and the latter 1.87 mile per hour; and that the order of months for the rapidity of mean currents was, May, 4.31 miles; March, 4.15 miles; April, 3.96 miles; February, 1851, 3.6 miles; December, 3 miles; July, 2.8 miles; June, 2.65 miles; August, 2.62 miles; January, 1851, 2.44 miles; September, 2.42 miles; November, 1.87 mile; October, 1.79 mile. Again it is seen that the highest rise of the river was in May, 1850, and the lowest fall was in November and October, 1850, at which time the level was thirty-one feet below the highest point in May. Thirty-seven feet below this point, is generally considered as extreme low water. The order of months for rise and fall of river,—May, March, April, February, 1851; December, January, 1851; June, July, August, September, October, November.

4. Observations extending through one year would be necessary to afford the desired information on this point. It is very difficult to learn from the inhabitants what the deposite or wash has been at different points. In perfectly still water, confined by embankments, the deposites differ both in quantity and combination of the materials from that made when the water is in motion, and overflowing the banks. In the latter case the sand in the alluvion is mostly deposited first, whilst the clay and vegetable matter sinks by degrees further from the shore. It is suggested, that, previously to the next rise in the river, that portion of the site remaining in its natural state and subject to overflow should be carefully levelled and referred to a bench mark; and that after each overflow, levels should be taken within the year. By this method the natural deposites would be accurately ascertained. The wash of the banks at different points must also be obtained by measurements.

5. The commissioners think that the river front cannot be secured against the action of the current, by any permanent works, and are therefore not prepared to offer any plan for the same. Rafts of logs, and wharf boats, lying along the banks, tending to be increased by deposites, aid in the formation by enlarging the reverse current. But the increase as well as the decrease of the banks militates against permanent works, being destructive of them or of their utility. No permanent works attempted to be constructed for the security of the river front, at any point on the Mississippi exposed to the full force of the current, has ever been successful.

6. For the reason that the river front cannot be secured against the current, no permanent dock, wet or dry, could be conveniently constructed; or if constructed, could be preserved from the intrusion of the current, or from deposites being formed in front, either action tending to destroy the efficiency or endangering the safety of the dock. A floating dock would, under all circumstances, be best adapted to this locality.

7. Building-slips could not be readily or securely constructed, being subject to the same causes of destruction as the permanent dock is. It is very doubtful if a ship of considerable size could be launched with safety from the banks of the Mississippi at this point. It would be very difficult to construct the launching ways upon a sufficiently solid foundation. Any giving way of these foundations at the time of launching would do great injury to the ship.

8. We think that the best, and of course the most economical method of constructing the foundations on the present site, would be as follows: The excavations should be carried down deep enough to obtain constant moisture, in order to the preservation of timber. At this depth, a grillage of timber should be laid, by first placing a larger parallel, with the intended

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wall to be supported, the cross-section of the pieces of timber being a right-angled-triangle, with the hypothenuse turned upwards and level. Three lines in this layer should be thus placed, one foot or fifteen inches apart, and forced into the ground by several laps of the pile driver: cross-pieces should then be laid over the first layer one foot or fifteen inches apart, the intervals varying with the size of the piles to be afterwards driven. Piles are thus driven in the intervals of the grillage, with the force demanded by the nature of the structure to be supported. In this case there would be two rows of piles. The timber of the first layer is made in the form of a triangular prism for the purpose of increasing the under surface of resistance which the two sides afford. Joints are carefully broken throughout the first laye. of timber. The piles are cut off even with the surface of the upper layer, and concrete is filled in the intervals when the superstructure is commenced (See sketch.)

9. With the exception of the sandstone used in the construction of foundations of the buildings for offices, rope factory, commandant's house, joiners' shop, lime-house, tarring-house, terrace and yard walls, and also in the blacksmiths' shop, saw-mill and storehouse, which are not completed, the materials used in construction generally appear to be of good quality, and suitable for the purposes to which they have been applied. The limestone which will be used in the foundations of the hemp-house, is of superior quality. The sandstone is not of a quality suitable to solid construction. Its unfitness is particularly exhibited in the terrace wall, where some blocks of it have been scaled by the sliding tendency of the wall.

10. The examination of the records of piling of foundations in the different buildings, shows that the work was imperfectly done, and that the foundations are not as secure as it is desired they should be, with the exception of those of the lime-house and the hemp-house, now under construction.

Several cracks in the walls, evidently due to the subsidence of the foundations, are discovered. These indeed do not threaten serious injury to the buildings, and, from the length of time the foundations have sustained their present weights, hopes are entertained that little or no more subsidence will take place, except in the case of the foundations of the saw-mill. The unequal settling of this work is so great as to render the abandonment of the site necessary. Fortunately no necessity exists, at least at the present time, for the completion of the superstructure.

The maximum of settling in the buildings already completed, is exhibited in the one intended for offices. The greatest motion appears at the N. W. and S. E. angles, where the pillars of the piazza rest, but all four of these angles are more or less affected. This motion is due as much to the thrust and weight of the arches which are thrown between the foundation piers of the pillars, as to general subsidence. The two arches adjacent to each angle pillar, tend to throw these pillars out of a vertical position, and at the same time impose double the weight on their foundation piers and piles, of that sustained by any intermediate pier. We were at first at a loss to understand the object in constructing these arches, and as their injurious effect upon the stability of the building was very apparent, we thought it best that the crown of the arch should be broken through. But on reflection, after learning that the piles supporting the pier foundations of the pillars were not driven at the exact distances at which these pillars were to rest, and that they differed considerably in this respect, it was concluded that the

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object of these arches was to afford a foundation upon which the position of the pillars could be marked out at equal distances, without regard to the piling underneath, and it was therefore determined not to cut through the arches as at first proposed. Still some security against the lateral pressure produced by the thrust of the arches is required, and we recommend that bands of iron, one inch square, should be curved round the building just below the water-table, and tightened with screws.

The wall supporting the upper terrace, upon which the commandant's house is situated, has given out, and as the motion is undoubtedly in progress, threatening the final overthrow of the structure, additional support to the pressure of earth becomes necessary. The reparation may be accomplished in either of these ways: 1st. By taking down the defective portions of the wall and rebuilding them. 2d. By removing the earth from the back of the wall and sinking wells and counterforts. 3d. By erecting two sets of stone stair-ways and four buttresses along the face of the wall. The last of these methods will be the least costly, can be more readily carried into effect, and at the same time will combine utility with the additional strength required, the stone stair-ways affording more easy communications with the lower terrace, and additional support as buttresses to the wall. The dimensions of this wall, twenty feet above the foundation, nine feet at base, and four feet at top, were probably calculated to sustain earth standing wet or dry at an angle of 45°. From the nature of the soil, becoming semi-fluid when saturated with water, the dimensions should have been increased so as to be nearly equal to those due to the pressure of water. In digging down the bluff, care should have been had in forming steps in the natural earth, and ramming the earth filled in between the wall and these steps.—The failure to use cement in the mortar and in construction, is another fact unfavorable to stability. At all events, bad materials and workmanship, added to insufficient dimensions, renders it necessary that timely reparation should be made.

With the exception of the building intended for offices, and the head-house of rope factory, the buildings of the yard appear to be well planned, and adapted to the uses for which they were intended. The first named building is faulty on account of the massive pillars and entablature by which it is surrounded. The nature of the soil makes it desirable that all unnecessary weight in building should be avoided.

Besides, the entablature descends so low as to mask the windows of the upper story and exclude the light in a considerable degree. A light piazza could have been constructed on iron columns, affording equal advantages with the present structure, and exhibiting better taste. The only objection to the plan of the head-house relates to the thickness of the walls, and the span of some of the rooms being left without sufficient support. The walls are only twenty-two inches in the lower, and eighteen inches in the upper story. They should have had an average width of two and a half feet.—Great solidity in the walls of this building is required, in order to sustain the weight of roof, floors and machinery, and to resist the shock of the machinery when it is in full effect. The beams supporting the floor of the room in which the machinery for dressing hemp is placed, are thirty-five feet long. This span is too great; and though these beams are 15″ deep by 5″ wide, the motion produced under the operation of only two machines is very perceptible. It is proposed to stiffen and strengthen some of these

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beams and connect them with the walls, as shown in the sketch marked 2, attached to this report.

It should be here remarked that we entertain one objection to all the buildings, relating to plan and construction, on account of these not being made fire-proof. We think that all buildings connected with the great public establishment of the country should be made fire-proof, and there are none more exposed to danger from this element than those in navy yards, where large quantities of combustible materials are necessarily collected.

The sites of the respective buildings are well selected with the exception of that for the building for offices. Its location nearer to the main gate, and on the upper terrace, would, it is thought, have been more convenient for the transaction of business with the several offices; but if it be applied to the purposes recommended, its location is well enough.

The workmanship is generally good, but we except the framing of the roof of the rope factory. Much of the defect is undoubtedly owing to the use of unseasoned timber, but still there is bad workmanship exhibited. The brick masonry generally might have been made better, by carefully wetting the bricks before use, and mixing a due proportion of hydraulic cement with the mortar; we recommend the use of cement mortar and wet bricks in the construction of the other buildings.

11. Temporary wharves may be constructed on piles driven into the bank of the river. These wharves would afford facility for landing at the high and mean stages of the river; but at the low stage, their height above the level of the river would for the most part destroy their utility. A floating wharf would be best adapted to the locality.

Besides, the cause operating against the securing of the river front by permanent works, would also prevent the erection of permanent wharves.

12. The facilities of embanking and filling up the yard to a proper level, are considerably diminished on account of the distance from which earth may now be obtained. A cubic yard of earth placed in the area on the eastern side of Wolf river, would now, probably, cost fifty cents. The space remaining to be filled up, according to the original grade of the yard, and after the present contract for filling up is completed, we estimate approximately to be equal to 450,000 cubic yards. To the amount of required embankment, there should be added at least 12½ per cent. for compression of the earth. We think the quantity thus obtained will be near the truth; and assuming it to be so, we have

450,000 cubic yards of space to be filled up.
56,250 do. = 12½ per cent. for compression of embankment.

506,250 do. at 50 cents per cubic yard, $253,125.

This would be the probable cost for completing the embankments on the eastern or southern side of Wolf river to a proper grade.

The original estimate for the embankment on the opposite side of Wolf river, makes the space to be filled up equal to 622,400 cubic yards.

622,400 cubic yards.
79,750 do. = 12½ per cent. for compression of embankment.

702,150 do. at 50 cents, is $351,075.

This would be the probable cost of completing the embankment on the

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opposite side of Wolf river, to a proper grade, supposing that earth can be obtained with the same facility as that required for the eastern side.

13. The high stage of the river will prevent our ascertaining, by personal observation, the depth of water that a vessel can carry over the shoals below Memphis, at the lowest level of the river. Indeed, if we could do so, we doubt if the results would be as reliable as is the information we have obtained from the intelligent and experienced commanders, Shallcross and Thomaston, of the steamers Peytona and Magnolia. According to the statements of these gentlemen, the depth of water at the lowest stage of the river, over the shoals below Memphis, may be taken between six and seven feet.

We have thus endeavored to perform the duty assigned to us by the Secretary of the Navy, by regarding facts and avoiding speculation as much as possible, and we now respectfully submit our report.

WM. H. CHASE,
Major of Engineers.
C. A. OGDEN,
Major Corps Engineers.
W. F. SHIELDS,
Commander U. S. N.

To the Hon. WM. A. GRAHAM,
Secretary of the Navy, Washington, D. C.

Additions.—Since the writing of this report, it has been suggested that one large cistern should be constructed in place of the three recommended in the report. The location of this cistern will remain the same. It is thought that by reducing the depth and extending the other dimensions over a larger surface, greater solidity of structure will be insured. This cistern is recommended to be laid on a grillage, described in the report, occupying the entire length and breadth of its foundation.

2, A record of borings carried to the depth of 50 feet below the grade of yard, in May, 1851, and a record of those carried to the depth of 77 feet, made under the direction of the commissioners, will accompany this report. Borings are now in progress with a better machine, and will be carried down as far as practicable, and the results duly communicated to the Navy Department by Commander Shields.

3. The following sketches referred to in the report, are annexed to it, viz:

1. Plan of yard, exhibiting the line of embankment in its present condition, the position of the stone stairways and buttresses recommended for the support of terrace wall, and the position of the buildings completed, those under construction, and the blacksmith's shop recommended to be completed, and the new cistern.

2. Elevation and section of the stone stairs and buttresses to terrace wall.

3. Plan of strengthening the beams in rope factory.

4. Plan and sections of grillage and piling recommended for foundations.

5. An *eye* sketch of the river, at and above the navy yard, showing the present direction of the current.

W. H. C.
C. A. O.
W. F. S.

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[No. 63.]

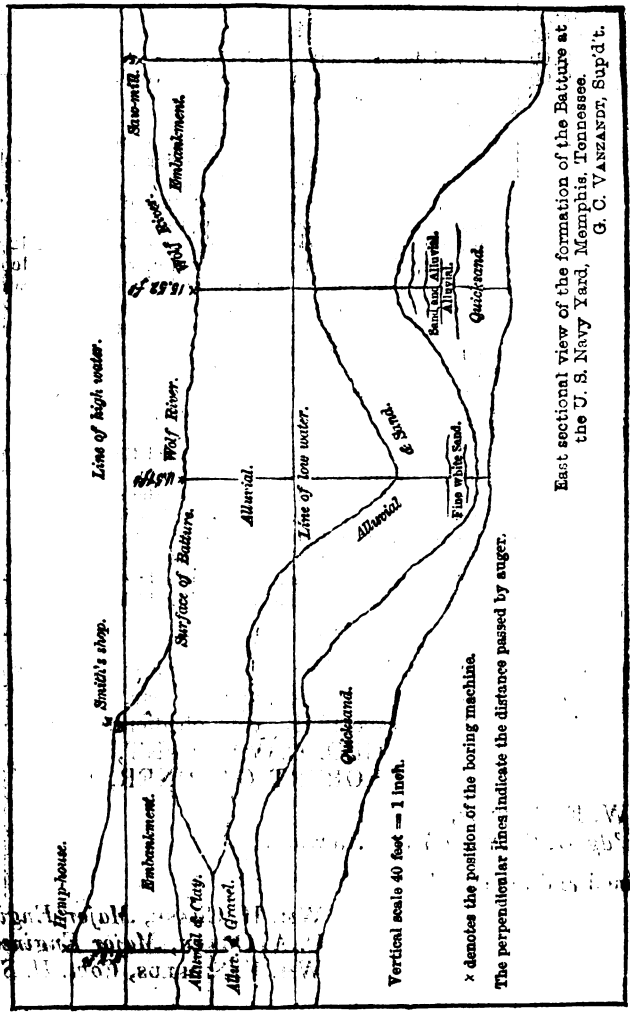
UNITED STATES NAVY YARD,
Memphis, September 29, 1851.

SIR: I have the honor to transmit herewith three additional reports, together with a drawing illustrative of the same, showing the results of a series of borings instituted to ascertain the quality of the ground upon which the yard is located.

These reports will conclude the series, and are intended to accompany the report of the commissioners, which were assembled by order of the department, in June last, to examine and report upon certain matters in relation to this yard.

I am, very respectfully, sir, your obedient servant,
W. F. SHIELDS, *Commandant*

Hon. WILL. A. GRAHAM,
Secretary of the Navy, Washington, D. C.



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UNITED STATES NAVY YARD,
Memphis, May 24, 1851.

SIR: In accordance with your direction we have, (for the purpose of ascertaining the character of the soil, and its capability for sustaining the weight to which it may be subjected in the construction of the building designed for a hemp-house,) with the boring apparatus, made the necessary examinations, and beg leave to report:

That on the 5th instant we commenced at a point due south from the middle of the south end of head-house, sixty-four feet, and obtained the following results, viz:

Depth below grade.	Thickness of stratum.	Remarks.
Feet.	*Feet.*	
Grade.	23.00	Clay filled in from bluff, in grading yard.
29.00	6.00	Alluvial deposite mixed with clay.
38.00	9.00	Alluvial deposite mixed with coarse gravel. The water rose during the night to eleven feet of surface.
40.00	2.00	Alluvial mixed with quicksand.
50.16	–	Struck a piece of oak timber in a good state of preservation, imbedded in quicksand; in endeavoring to pass through, broke the auger and suspended operations.
		The water met in boring was from the adjacent bluff, the level of water in the river being below the depth then attained. The piles used for this building are 30 feet long, from 12 to 15 inches in diameter at the larger end, and driven to the depth of about 27 feet below the level of the cellar floor, with rams weighing 1,800 and 2,200 pounds, requiring from 72 to 178 blows, with an average fall of ram of 25 feet to penetrate to the depth of 27 feet, the last blow causing a further penetration into the sub-soil of from half to one and a half inches; and by reference to the record of piling, and the foregoing table, the piles are found to be driven from one to eight feet into the stratum of alluvial and gravel.
		To what extent this stratum is diffused through the yard, is a matter for further investigation; but from the amount of friction to be overcome, and the character of the soil reached by the piling already driven, we have no hesitation in expressing the conviction that they are fully capable of sustaining any weight to which it is probable they will be subjected; for, at the low estimate of 200 pounds per square inch, the 480 piles designed for this building are capable of sustaining 14,112,000 pounds.

Regretting the accident which has at least temporarily suspended this interesting investigation, we have the honor to be, sir,

Very respectfully, your obedient servants,

GEO. C. VANZANT,
ROBERT GARDNER, } *Engineers, &c.*

Capt. W. F. SHIELDS,
Com'dg U. S. Navy Yard, Memphis.

Examined and approved.

WM. H. CHASE, *Major Engineers.*
C. A. OGDEN, *Major Engineers.*
WM. F. SHIELDS, *Com. U. S. Navy.*

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UNITED STATES NAVY YARD,
Memphis, June 11, 1851.

SIR: In accordance with your order, the boring operations were resumed on the 30th ultimo, and at a point forty feet east of south line of saw-mill, and about ten feet below the grade line of yard, with the following results:

Date.	Depth below grade.	Thickness of stratum.	Remarks.
1851.	*Feet.*	*Feet.*	
		10.00	Surface below grade line.
May 30	27.50	17.50	Clay deposited in filling yard.
31	45.00	27.50	Alluvial. The water this morning was two feet below the surface, and on a level with that in Wolf river.
June 2	58.00	.....	Alluvial mixed with fine sand.
3	64.00	.....	do. do. do. do.
4	72.00	.....	do. do. do. do.
5	77.00	.....	do. do. do. do.
6	.....	.....	Employed in opening well and sinking shafts, which we were compelled to relinquish in consequence of the pressure of water in Wolf river filling the shaft with *a semi-fluid mass.*

The depth penetrated into the last stratum was 49.50 feet, the auger passing down freely with its own weight.

Very respectfully, your obedient servant,
GEO. C. VANZANT, *Superintendent.*

Capt. W. F. SHIELDS,
Commandant U. S. Navy Yard, Memphis.

Examined and approved.

W. H. CHASE, *Engineer.*
C. A. OGDEN, *Major Corps Engineers.*
W. F. SHIELDS, *Com. U. S. Navy.*

UNITED STATES NAVY YARD,
Memphis, August 8, 1851.

SIR: In accordance to your order, the boring has been continued in the southwest side of the yard; having passed through the embankment some twenty feet in depth, coming then to dark alluvial, mixed with black sand, which did not materially change to the depth of seventy-three feet below high-water mark.

Having lost the pump, we were compelled to suspend operations.

I am, very respectfully, your obedient servant,
I. H. CARTER, *Passed Midshipman.*

To Captain W. F. SHIELDS,
Commanding U. S. Navy Yard, Memphis.

UNITED STATES NAVY YARD,
Memphis, September 6, 1851.

SIR: In pursuance with your directions, the operation of boring was resumed on the 16th ultimo, at a point near the bank of Wolf river, which

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point Engineer Floyd states to be 11.57 feet below high-water mark, with the following results, viz:

Date.	Bottom of shaft below surface.	Depth of auger below surface.	Depth of auger below high water.	Surface of Wolf river below high water.	Thickness of stratum.	General remarks.
1851.						
Aug. 16	.....	27.00	38.57	15.50	.....	Excavated 10 feet below the surface of the ground, and commenced sinking shaft.
18	.....	33.00	44.57	15.20	.....	
19	.....	39.00	50.57	15.10	.....	
20	.....	45.00	56.57	14.90	45.00	Alluvial deposite.
21	.....	48.00	59.57	14.50	.....	
22	.....	51.00	62.57	14.35	.....	
23	.....	55.00	66.57	14.60	.....	
25	.....	58.00	69.57	16.30	13.00	Alluvial mixed with veins of sand.
26	.....	60.00	71.57	15.70	.....	
27	59.25	60.75	72.32	16.90	2.75	Very fine white sand.
28	61.75	62.00	73.57	17.40	1.25	Sand and alluvial.
29	63.00	63.00	74.57	17.90	.....	Discovered that the lower section of the shaft (having been partly cut through in boring) had crushed in 9 feet above the bottom. Suspended the platform, and bored with smaller pod auger to the depth of 64 feet, removing the fragments of the shaft; changed to larger auger, and bored from 54 feet to the depth of 58 feet in quicksand.
	63.00	58.00	69.57	18.25	.....	
Sept. 1	63.00	59.00	70.57	18.55	.....	Sand rose in shaft 3.75 feet since Saturday evening; commenced with large auger at 54.25 feet, and bored to the depth of 61.50 feet; sand rose in shaft while drawing auger 5.00 feet; bored to the depth of 58.58 feet; sand rose in shaft 2.33 feet; bored to the depth of 59.00 feet. End of day's work.
2	63.25	62.50	74.07	18.70	.....	Sand rose during the night 3.75 feet; bored to the depth of 64 feet and applied the weights to the shaft; sand rose 2.50 feet; bored to 64.50 feet; sand rose 5.50 feet; raised the platform, and bored to the depth of 62.50 feet; sand rose 3.00 feet; bored to the depth of 62.50 feet, in quicksand. End of day's work.
3	63.25	57.50	69.07	19.10	.....	Sand rose during the night 9.50 feet; bored to the depth of 57.50 feet. The pressure of water from Wolf river filling the shaft with quicksand more rapidly than the auger or pump could remove it, and being unable, from the condition of the lower section of shaft, to force it deeper into the stratum of sand, I am compelled to report a further depth unattainable, unless attended with greatly increased cost.

Very respectfully, your obedient servant,

GEO. C. VANZANT, *Superintendent.*

Capt. W. F. SHIELDS,
Com'dg U. S. Navy Yard, Memphis.

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U. S. NAVY YARD, MEMPHIS,
September 27, 1851.

SIR: On the 6th instant we commenced with the boring-machine at a point on the bank of Wolf river, about 15.52 feet below high-water mark, obtaining the following results:

September—1851.	Bottom of shaft below surface.	Depth of auger below surface.	Depth of auger below high water.	Surface of Wolf river below high water.	Thickness of stratum.	General remarks.
6	16.00	16.00	31.52	20.20	.....	Alluvial.
8	24.65	25.00	40.52	20.85	25.00	do.
9	33.00	34.00	49.52	21.20	.....	Alluvial and sand
10	42.00	43.00	58.52	21.70	18.00	do. do.
11	45.00	44.50	60.02	22.30	.....	Sand.
12	45.00	41.00	56.52	22.90	.....	Sand rising in shaft.
13	45.00	43.00	58.52	23.50	.....	do. do.
15	45.25	44.00	59.52	24.40	.....	do. do.
16	46.50	46.25	61.77	24.90		
17	47.00	47.00	62.52	25.40		
18	48.00	47.50	63.02	25.70	4.50	
19	48.60	50.50	66.02	26.00	3.00	Sand and alluvial.
20	48.85	50.50	66.02	26.20	.....	Applied a 2 f't screw to force down shaft.
22	49.75	52.00	67.52	26.70	1.50	Alluvial.
23	52.25	65.00	80.52	26.80	.....	Sand.
24	58.25	64.50	80.02	26.95	.....	Sand rising in shaft on withdrawing auger.
25	54.25	62.50	78.02	27.05		
26	55.00	68.00	83.52	27.20	16.00	Lower section of shaft crushed.

The difficulty attending the attainment of a greater depth, might be obviated by the use of cast-iron shafting; those used by us, being formed of cypress, have been so much injured by the auger, that they have crushed under the force necessary to sink them. The accompanying sketch exhibits the character and thickness of the different strata, and the distance passed by the auger; also their position in reference to high and low-water marks.

Very respecfully, your obedient servant,

GEO. C. VANZANT,
Superintendent.

To CAPT. WM. F. SHIELDS,
Commanding U. S. Navy Yard, Memphis.

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D.

OFFICE ENGINEER-IN-CHIEF, U. S. N.,
November 14, 1851.

SIR: In the interview with which you honored me a few days since, you were pleased to ask in what manner the efficiency of the United States steam-frigate Mississippi could be increased without incurring any great outlay. In reply, I briefly sketched the mode by which a *very great* increase of efficiency could be obtained at little or no immediate cost. I have now the honor to lay before you more in extenso, but still briefly, the grounds on which my opinions were based, and to ask for them an attention which I feel assured they merit.

The Mississippi was designed or planned in 1838-'39, nearly fourteen years back, since which period great improvements have been made in the machinery of ocean steamers, by which means their speed has been nearly doubled, without retrenching the capacity of the vessel for carrying. The principal improvements have been made in the boiler.

It is hardly necessary to observe that the power of a steamer is measured by the power of its boiler, and that the power of the boiler (other things being equal) depends upon the area or amount of its heating surface. Now in order that a steamship may perform the duty she is intended for, (for instance, if an armed steamship to carry the crew, battery, stores and provisions that will enable her to keep the sea a reasonable length of time, with equality of force to fight an enemy of equal size,) only a certain portion of her capacity can be allotted to the engine department. In this portion must be comprised the engines, boilers and fuel; and in order to be able to keep the sea a reasonable length of time, the steamship must carry, *at the very least*, fourteen days' supply of fuel. It thus becomes impossible to give a boiler of any larger bulk than would allow sufficient remaining space for the engines and fourteen days' fuel in the portion of the vessel allotted to the entire engine department. The grand problem, then, is to devise a boiler which shall contain the maximum heating surface in the minimum space.

This problem has been solved successfully by the invention of the "Lamb & Summer" boiler, which is the kind authorized by the department for the United States steamships Princeton and Alleghany, now in progress of construction, and which is the most superior type known.

The present boilers of the Mississippi, designed fourteen years ago, are of the old-fashioned flue variety, the flues being sixteen inches in diameter, with large arches beneath. The proportions of these boilers are also so defective, that they are notoriously greatly wasteful of fuel, one pound of coal evaporating in them only 4.78 pounds of water; when in boilers of improved construction, one pound of coal evaporates eight pounds of water; accomplishing a saving of about forty per centum.

The boilers of the Mississippi contain six thousand square feet of heating surface. Those now being constructed for the Princeton and Alleghany contain five thousand six hundred square feet of heating surface, or nearly the same. The Mississippi's boilers occupy on the ground plan, including eight-feet fire-rooms, fifty feet in length by twenty-eight feet in width. The similar dimensions occupied by the boilers of the Princeton and Alleghany are thirty-three feet in length by twenty-two feet in width, or the superficial areas compare as 1400 to 726; or, in round numbers, the boilers

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of the Mississippi, containing the *same* heating surface, occupy *double* the space in the vessel which is occupied by those of the Princeton or Alleghany.

The Mississippi now stows in her bunkers six hundred tons of coal, which, at her consumption of forty tons per twenty-four hours, would give her fifteen days' steaming. If now we were to throw into bunker room the difference of lengths of the two kinds of boilers, viz: between fifty and thirty-three feet, or seventeen feet, we should be able to carry one hundred and twenty tons more of coal, which would increase the efficiency of the vessel from a fifteen days' to an eighteen days' steamer.

The present boilers of the Mississippi, including water, &c., weigh two hundred tons; the proposed boilers would weigh, including water, &c., one hundred and twenty tons, or eighty tons less, which deducted from the additional amount of fuel to be carried, leaves forty tons more weight in the vessel, which would increase her draught two inches only; a small increase upon 18½ feet, her present mean draught. Were the proposed boilers made of the same width of front as the present ones, which is contemplated in the above calculations, they would have a heating surface of seven thousand square feet, or one-sixth more than at present. By using, however, a modification of the boilers of the Princeton and Alleghany, and employing two stories of furnaces, twelve thousand square feet of heating surface can be disposed in the present front of boilers by twenty-five feet in length, and the power of the vessel doubled. Also, by reason of the greater evaporative effects obtained by the proposed boilers, this double power would be obtained by the consumption of but little more than the present consumption of coal.

The present boilers are of copper and weigh 268,000 pounds. Their value as old copper, estimated at the low rate of 15 cents per pound, would be $40,320. The largest price paid by the Government for the improved "Lamb & Summer" boiler is 18 cents per pound; and as they would weigh for the Mississippi 165,000 pounds, they would cost $29,700, leaving a margin of $10,620 for contingencies.

The results, then, of substituting the improved form of boilers, would be: 1st. The carrying of fuel for 18 instead of 15 days' steaming, or a gain of *one-fifth*. 2d. Doubling the power of the vessel, with sensibly the same expenditure of the fuel as at present. 3d. The cost of the substitution would be more than defrayed by the sale of the old boilers at their value as old copper.

In conclusion I would add, that though the above figures and calculations are in round numbers only, yet the variations from them, which would be shown by the detailed plans, would be so trifling as not to sensibly affect the results. Believing this communication to deserve more than a passing notice, I have the honor to remain, sir,

With the highest respect, your obedient servant,

B. F. ISHERWOOD,
Chief Engineer, U. S. N.

Hon. WILL. A. GRAHAM,
Secretary of the Navy.

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E.

U. S. NAVAL ACADEMY,
Annapolis, Md., October, 10, 1851.

SIR: The board for the examination of midshipmen, convened by the order of the department of the 10th of September ultimo, having completed that business, then proceeded to fulfil the duty required under the order from the department of the 29th ultimo, directing the board of examiners "to examine into the state of police and discipline of the Naval Academy, and into the management of the institution generally, and report the result to the department."

The subject of inquiry which first engaged the attention of the board, relates to the physical wants, the health and moral condition of the midshipmen; the object of all police regulations being the attainment of these important results.

The houses in which are the recitation-rooms, the laboratory and chemical lecture-room, as well as the hospital and one or two frame buildings in which a portion of the midshipmen are lodged, are old structures that originally occupied the ground, without any settled plan for their arrangement, previous to its occupation as a naval academy

The officers who have been in command of the institution at different times since its foundation, have made such a disposition of these houses as seemed to them most necessary and proper. In this they have been successful. Every advantage of which these are susceptible, has been obtained.

Under the present superintendent, a plan for the location of the new buildings (some of which are finished and occupied, and others in a state of construction) was submitted and approved by the department. In relation to them the board has great satisfaction in being able to say that their location is good, and the arrangement and size of the rooms for the different purposes for which they are intended, are convenient and proper. The board would, however, suggest some additional ventilation for the quarters of the midshipmen. One of the new houses is occupied by the lyceum and mess-hall. The latter exhibits the appearance of neatness and order. The food is good and abundant and the cooking judicious. The person who has charge of this department fulfils that duty satisfactorily.

The building used at present as a hospital is well situated and conveniently arranged, with every appliance that can be necessary for the accommodation and comfort of the sick. There were no patients in the hospital—conclusive evidence of the zeal and intelligence of its present chief, as well as the salubrity of the situation.

It does not appear that any provision is made in the present arrangement, for a bath-house. The board is of opinion that such a building, calculated for hot and cold baths, is essential and necessary to the health and comfort of the acting midshipmen.

The board would also reccommend that the grounds and buildings of the institution be lighted with gas, made on the premises. It is believed that it would be more economical and safe than the present mode with oil, besides possessing many other advantages.

The routine of study, exercises, and recreation, is as follows:

Before breakfast the students are required to make up their beds, and clean out their rooms. The attendants supply water, brush shoes and clothes, remove water from the rooms, scrub them out when necessary, keep the pas-

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sages clean, and attend generally to the quarters, grounds, and pavement around them. At 7h. 15m. a. m. the students attend prayers, and at 7h. 30m. go to breakfast. At 8 a. m., recitations commence and continue until 1 p. m.; are resumed at 2, and continue until 4 p. m. From 4 p. m. until sunset, exercises either at great guns, small arms, sword or field artillery. Immediately after dress parade the students go to supper. Dinner at 1 p. m. during the session. Study hours from 8 a. m. to 1 p. m., and from 2 to 4 p. m., and from 7h. to 9h. 30m. p. m.; at 10 p. m. the lights are put out, and the students are not permitted to leave their quarters during the night, except for necessary purposes.

One attendant is allowed for eight rooms; two students occupy one room. Each room is furnished with two bedsteads, two bureaus, two chairs, one table, wash-stand, lamp, oil and fuel.

During study-hours the students are not allowed to visit each other's rooms, or to leave their own except when necessary.

The rate of compensation to the steward is regulated every quarter; at present it is eleven dollars per month for each student.

The passed midshipmen acting as assistant professors, also perform duty as police officers. The one on duty is called "the officer in charge." He presides at the mess-table, and preserves order. At each table the captain of a gun's crew presides, and is responsible for the good order of the crew while at table.

The whole number of students is divided into guns' crews of fifteen each; this organization is preserved at roll-call, mess-formations, exercise of great guns, and dress parade, and to some extent in the exercise of small arms, but cannot be observed at the exercise of field artillery.

There are no academic studies on Saturday, but the forenoon of that day is devoted to military exercises. The afternoon is devoted to recreation, one-half the students being permitted to visit the city, and the other half allowed to sail or row boats, or amuse themselves about the grounds of the academy.

The store-keeper issues to the students every Saturday, such articles of clothing, &c., as the Superintendent may have authorized. The per-centage allowed to the store-keeper upon the articles issued is fixed by a board of officers and approved by the Superintendent.

The board attended the recitations of the midshipmen and acting midshipmen, and their exercises with great guns, and at target-firing, infantry drill, and fencing. The mode of instruction pursued appears judicious, and the proficiency of the midshipmen and acting midshipmen, who have been here one year, in the exercises with swords, small arms, and great guns, particularly the target firing, gave evidence of the care bestowed, and the interest felt for the advancement of their education, the preservation of their health, and regard to their comfort, highly creditable to the Superintendent and other officers of the institution.

The mess-room is not considered large enough for the increased number of midshipmen and acting midshipmen who have joined the academy during the last year. The board would, therefore, recommend the adoption of the plan for its enlargement, agreeably with the suggestion of the Superintendent.

In view of the increase of the academy, the board recommend the purchase of the square of ground adjoining it, if it can be procured at a reasonable price. On the street between this square and the academy, there is

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a row of small wooden buildings, mostly occupied by free negroes. Their proximity to the quarters of the officers on this street, increases the risk from fire very much; besides, with the increase of the academy, there will not be sufficient room within the present limits for the additional buildings that will be required, and for the different exercises of the midshipmen and acting midshipmen.

The board would here suggest the propriety, as well as justice, of placing the secretary of the institution, in respect to pay, on the same footing as that of first clerks to the commandants of the principal navy yards, since his duties and responsibilities, by reason of his being required to perform also the duty of check clerk, are at least as onerous as those pertaining to first clerks.

The discipline maintained at the institution is of a very judicious character, and, in the opinion of the board, is admirably adapted to the attainment of the object in view in establishing the academy. The restraints upon the youths committed to the charge of the Superintendent, are no more than are essential to the attainment of that object and the moral and physical well-being of the midshipmen and acting midshipmen.

The practice ship, affording, as it does, so admirable a means of improvement to the midshipmen and acting midshipmen during the vacation in the summer months, is, in the opinion of the board, an excellent feature in the arrangements made by the Navy Department for forwarding the professional knowledge of the youths committed to its care. The ship is kept in good order and condition, and in constant preparation for any service the department may require of her during the intermediate periods.

The board cannot conclude its report without expressing its gratification in the existence of an institution promising, as this does, such great and permanent advantages to the naval service of the country for the future; and its hearty approval of the judicious measures that have been adopted by the Navy Department for the faithful and efficient carrying into effect the patriotic views of the national Congress.

I have the honor to be, sir, your obedient servant,

D. CONNER,
President of the Board.

To the Hon. WILLIAM A. GRAHAM,
Secretary of the Navy, Washington.

F.

NATIONAL OBSERVATORY,
November 10, 1851.

SIR: In illustration of the practical advantages to commerce and navigation, of the investigations that are carried on at this office, with regard to the "winds and currents" of the sea, I have the satisfaction of making known the fact, that the result of these investigations, so far, has already shortened the passage hence, by sea, to California, not less than forty days on the average.

According to the abstract logs, and other statistical information returned to this office, it appears that the average passage of the sailing vessels,

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bound from the Atlantic to the Pacific ports of the United States, has been as follows, viz:

Average of those without the wind and current charts--------187½ days.
" " with " " " --------144½ "

There is reason for the hope, that I shall be enabled, when the investigations now in hand are completed, to point out routes that will lead to a still further reduction in the average length of this passage.

The data and the materials used in the construction of these charts are collected, your are aware, without cost to the government.

The undertaking is based upon the voluntary co-operation of American shipmasters and owners, and one of its results, so far, has been the bringing of the Atlantic and Pacific ports of the country nearer together, for most of the purposes of commerce, by forty days, than they were before.

In view of such a practical result as this, and with the remark that I am encouraged to believe that the speedy navigation of the three great oceans is to be facilitated in an eminent degree by this system of research, I beg leave to call your attention to the act of Congress of 3d March, 1849. This act authorizes the employment of three small vessels in testing these new routes, and perfecting these discoveries, &c., when it can be done *without "additional expense."*

The regular employment of these vessels, to aid in these investigations, would do good service and greatly facilitate the progress of the work.

Respectfully, &c.,

M. F. MAURY,
Lieut. United States Navy.

Hon. WM. A. GRAHAM,
Secretary of the Navy.

G.

BALTIMORE, *November* 22, 1851.

SIR: In obedience to the request of your letter received to-day, that a "report of progress made by the commission on marine condensers be furnished to the department, in order to enable it to embrace the subject in the annual report to Congress," we have the honor to submit what follows:

The final report itself of the commission is in such a state of forwardness, that if what remains to be done depended upon ourselves only, it could be presented in a few days. But as, with your approval, the subject was extended so as to take in consideration all the chief topics concerning steam-boiler corrosion and deposite, which render such condensers desirable or necessary, our inquiries have of course taken a corresponding range; and researches had to be made and inquiries instituted upon matters which, at first sight, might seem to belong more to boilers than to condensers, but which upon reflection will show themselves to have been indispensable to a due estimate of the merits of these last. Besides this, it was our desire and our aim, as we had the honor to express formerly, so to conduct these researches and inquiries—always, however, with a due regard to economy—as to leave the least occasion for a renewed investigation of the subject; or if such investigation should hereafter become desirable, that it need only be taken up at the point where we had left off. Hence, among the first steps to be taken,

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was the collection of various samples of boiler-scale—the deposite ordinarily in boilers; whose occurrence it is the design of these very condensers to prevent.

In such collection we have not been so successful (as far as number and variety of specimens are concerned) as we had hoped, but still sufficiently so to furnish what may be regarded as a fair average of the constitution of such scale in marine boilers.

The samples collected were next to be submitted to chemical analysis; and although to secure greater confidence in the results, as well as by dividing the task to insure its earlier completion, we obtained the services of Professors Morfit and Booth, of Philadelphia, and of Dr. David Stewart of Baltimore, yet, from the delays incident to such operations, and the repetitions that had to be performed in order to satisfy our desire as to the minuteness and accuracy of the investigation, it is only this day that we have received the account of the last analysis; which is now to take its place among the others which have come in at various times during the present month; and all together to undergo the numerical comparisons and deductions to fit them for the practical purpose in view.

Again, there were certain points of a statistical kind, on which we desired information in relation to the extent and value of the service which a perfect condenser, supposing that it existed, or at least which one of the best character yet known might be expected to yield to the marine of the United States. Information of this kind asked of the Navy Department was promptly furnished, but that which resides in the treasury has not yet come to hand, though we were informed some time since that it was in active preparation. Under this information, we have been of course reluctant to make further pressing applications. At the same time, the information sought is of a character novel, useful, and highly appropriate to our report, and necessary in support of some of its conclusions.

Further, we thought it more satisfactory that the parties who had submitted to the commission, plans of marine condensers, should furnish, also, reduced drawings and their own descriptions of their apparatus respectively, both for our consideration of them absolutely, and also in contrast with other forms of apparatus for the same purpose, similar drawings and descriptions of which we had ourselves prepared, and which will accompany our report. This requisition has been, up to this time, but partially complied with; three drawings and one description, out of five, have reached us. But as it was upon the motion of these parties, or some of them, as far as we understand, and for their convenience as well as that of the government, that the present inquiry originated, we thought ourselves justified in acquiescing in the delay so long as it was not likely to occasion serious inconvenience anywhere.

Finally, there were experimental observations, which we deemed incumbent upon ourselves to be made as to the causes of *corrosion*, principally, the chief evil that boilers have to undergo, and surface condenser, to prevent, and its probable cure. In all such physical experiments, it is rare for a single observation to solve the question; they have to be repeated, multiplied, systematized: one leads to another—that other suggests a third, and so on; so that in point of fact, in a subject so varied and complex, and at the same time so interesting as this, although two days more will, without an accident, witness the close of them, we should, were the time and means at our individual command, consider ourselves not much beyond the thresh-

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old of experimental inquiry. Yet, such as they are, several of the series have been fertile in important, and sometimes novel results. For instance:

1. They have established the fact, unmentioned or only vaguely hinted at before, of the volatilization of *chlorine* or *muriatic acid gas* at temperatures of ten, if not ordinarily occurring in steam-boilers. The liberation of this element, so greedy as chemists know it to be of iron, sufficiently accounts for the different behaviour of copper and iron as materials, respectively, for steam-boilers working with sea-water, and for the marked inferiority of the latter metal, furnishes means for an approximate numerical calculation of the probable durability of iron boilers, worked under any given conditions, demonstrates the inutility of sundry devices which have been suggested as anti-corrosives, and finally tends to give a new direction to researches after future remedies against the decay, and some of the casualities to which iron boilers are subject.

2. They have defined the limits, approximately, of the practical applicability of *voltaic* means of protection to boilers, by which term is meant the contact with iron boilers, (for instance,) of other metals, which, exposed in common to the exciting agency of sea-water, develop peculiar electric purposes, or rather electric currents, affecting the chemical constituents of the water.

3. They have verified and confirmed the conjecture of Faraday, as to the employment of bituminous coatings of the interior of steam-boilers, and authorize the expectation that a very cheap material, coal-tar, properly applied, will prove a safe and sufficient means of preventing, if not permanently, at least for very considerable periods of time, all the greater part of the corrosion which is now experienced and complained of.

4. And they propose, what has been only temporarily interrupted by the occupation of writing this report, to determine finally the lowest limiting temperature at which the volatilization of *chlorine* takes place, under circumstances as analogous as may be to those which obtain in ordinary marine boilers. This limiting temperature, it is obvious, will be a point of great interest, not only theoretically, but practically.

Such have been in part the labor, direct and indirect, of the commission; such their progress and present state. It is hoped that in view of their aim and their results in part, the department will acquiesce in the prolonged consumption of time that they would gladly have lessened.

It is true, that from some previous acquaintance with the subject, they would have been able, had it been imperatively required, to have given at once an opinion not materially different from what they entertain now, upon the merits, absolute and relative, of the several plans of marine condensers submitted to their inspection last winter. But besides what has been already said in regard to the increased scope of inquiry, they naturally desired that such an opinion, whatever it might be, should be accompanied with a statement of the circumstances and grounds, reduced to a shape as satisfactory to themselves as might be, upon which it reposed for its justification. Such a statement their final report, shortly to be handed in, will present.

In the mean time, in regard to these plans for condensers, without entering now into any description of them, and wishing to reserve the advantage of a final deliberation, when all the results of our investigation shall have been reduced to form before us, all that the report will probably recommend will be the provisional trial of two, or possibly three of them,

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assuming that they can be so arranged as to offer no difficulty, in case of accident, of resorting to the ordinary mode of condensing by injection, without further trouble, on board of some of the government steamers. The details of such a trial, the duration which ought to be assigned to it, etc., etc., we shall have the honor to indicate particularly hereafter. And with this will also probably be coupled a similar recommendation of another apparatus, not among those submitted to us, and not yet, as far as we are informed, under any patent right in this country.

We are not able to report now, for we have not yet been informed by the parties interested, the lowest prices at which, in case our recommendations should be adopted, the condensing apparatus would respectively be furnished. We believe, however, that all the probable recommendations of the commission will be covered by thirty thousand dollars or less; the sum of fifty thousand dollars would, we consider, leave ample margin for the introduction of the improvements in question into steamers of the first class, where, for divers reasons, it would be advisable that the trials should be made. Should the department see fit to suggest any appropriation in this behalf, to be applied afterwards or not, in its discretion, the last named sum would be the most suitable.

In the hope that what we have said will be approved by you, and regretting that we have not been able to anticipate your wishes by an earlier presentation of the forthcoming and final report, we have the honor to remain,

With great respect, sir, your obedient servants,

JOHN C. CRESSON,
J. H. ALEXANDER.

Hon. WILL. A. GRAHAM,
Secretary of the Navy.

H.

WASHINGTON, D. C., *November* 28, 1851

SIR: I have the honor to acknowledge the receipt of your letter of the 8th instant, requesting a report of the progress and results of my experiments in electro-magnetism since my last report, of the 12th November, 1850.

In compliance, I have the honor to state, that thus far the results are of the most gratifying character, although the want of means for the prosecution of the subject with such facility as its importance seems to demand, has undoubtedly retarded the day of the complete triumph of the invention.

Prior to the entire expenditure of the appropriation, no public trial of the electro-magnetic power for purposes of locomotion had been made, and during the last session of Congress, finding that the appropriation was nearly exhausted, I made application to Congress for an additional appropriation of four thousand dollars, in order to commence and continue a series of experiments upon the Baltimore and Washington railroad. The application was made late in the session, and although a very favorable report was made by the chairman of the Committee on Naval Affairs, it was lost.

The appropriation was exhausted before a locomotive could be completed, and the vouchers for the whole amount of expenditures under your direction and approval have been heretofore submitted and the accounts accurately balanced.

Notwithstanding the want of means to complete the experiment with the

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locomotive, the importance of such a public demonstration seemed to be too great to relinquish the experiment at such a juncture, and I accordingly determined, at my own expense, to satisfy the public demand. The privilege of the Baltimore and Washington railroad was kindly granted, and a building suitable to shelter the locomotive prepared; and although every effort was made to make the first trial trip before the adjournment of Congress, I was not able to get into full operation at an earlier period than the 29th April, 1851. Previous to this date many short excursions were made upon the road to test the best mode of securing the battery, and for other purposes of a preliminary character. The preparations were all expensive, and I determined at all hazards to venture out upon the road after a public announcement. It was my intention to have gone with the locomotive to Baltimore and back; but the result has already been known, a brief account of which here follows:

The electro-magnetic locomotive made a very favorable trip on the 29th April, 1851, more especially when it is taken into the account that we were constrained to make this trial with only one-half (or even a little less) of the power the engines and battery are capable of yielding. Each engine, calculated upon the basis of my stationary engine, ought to give, at the lowest estimate, 12 horse power, which would make the locomotive 24 horse power. The actual power I have not been able to ascertain; but the following data may serve to give some idea of its power. The locomotive, with the battery fully charged, weighed ten and one-half tons. With the seven passengers taken on the trip to and from Bladensburg, the weight was eleven tons. Under the most favorable arrangements *eight pounds* are required to start a ton on a perfectly level rail, and seven pounds will barely keep a ton in motion. Ordinarily, upon railroads, the allowance is ten pounds to a ton, but this applies only to cars unincumbered by machinery. The friction of locomotive machinery renders its draught far greater, and can only be accurately ascertained by experiment in each case. The magnetic locomotive, the first of its kind ever made, is imperfect; and from the newness and stiffness of all the work, it runs exceedingly hard. We will take 200 pounds, which is below the actual power required to keep it in motion on a level portion of the road. A horse-power, upon the usual estimate, is 150 pounds $2\frac{1}{2}$ miles an hour, or 375 pounds 1 mile an hour. The speed of the magnetic locomotive is, we will say, 15 miles an hour on a level road, (it has in fact made more,) and its traction 200 pounds. We have then 375 pounds 1 mile an hour for one horse, and 200 pounds 15 miles an hour for the locomotive, which gives *eight* horse power. But the engine has more than this. It has greater power at a slow speed, and must have, by all reasonable estimates, twelve horse power, which, as I said before, is about one-half its proper capacity. One of the most serious defects arises from a want of insulation in the helices. After the engine was placed on the road it was found necessary to throw out of action five of the helices, and these at the most important point in the stroke. This difficulty could not be remedied without taking both engines entirely out—an undertaking for which I had neither time nor means, as the track with which we were accommodated had soon to be filled up for the purposes of the railroad company. Another serious difficulty encountered was the breaking of the porous cells in the battery, causing a mixture of the two acids, and the interception of a large portion of the power. I had great difficulty in procuring suitable porous cells; and the manufacture of such as I needed was,

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after a great expense, given up by two of the best pottery establishments in the country as a thing impracticable. It was, however, accomplished through the ingenuity of Mr. Ari Davis, my engineer; but they were made of weak clay, and soon became so much impaired as to break from the slightest causes. Before we started two of them broke, and the defect was only partially repaired. Not far from Bladensburg two more gave way, and detracted at once greatly from our working-power. On our return, about two miles from Bladensburg, three more gave way, and we were reduced to at least one-half of our power. The running time from Washington to Bladensburg was thirty-nine minutes. We were stopped on the way five times, or we should have probably made the run in less than thirty minutes. Going and coming there were seven stops and three delays—that is, the engine was backed three times, but without entirely losing headway. It is a very important and interesting feature of this engine, which I demonstrated some years since, that the reversing power is greater than the propelling power; it is nearly twice as great. When the engine is reversed, the magnetic electric induction is in favor of the battery current, and augments its effects. The defect of the cells is easily remedied. The trouble growing out of the oscillating motion of the car can all be obviated by using rotary instead of reciprocating engines. The greatest speed attained on our last trip was about nineteen miles an hour, and about seven more than in any former experiment.

I have frequently heard men of science remark that the power could be increased by the multiplication of small engines, and theoretically this might be well enough; but with those *really scientific* in the matter of electro-magnetism, the great difficulty has been upon this very point, the cost being a subordinate question. By cost, I mean the actual amount of zinc consumed to produce a given power. In fact, the question is not yet settled whether we can make an electro-magnetic engine, say of one thousand horse power, *available* at *any cost*. I feel quite certain that if it can be shown that this power costs three times as much as the dearest steam engines, it would be introduced immediately, provided that the cost were the only difficulty. As to the increase of power by the multiplication of small engines, the difficulties occurring at once to the practical mind amount to an absolute prohibition. Imagine a steam power of one thousand horses, to be made up of one thousand engines of one-horse power! It has long been known that the miniature electro-magnetic engines give a far greater ratio of power than large ones. This is true of all the plans hitherto adopted, with the exception of that upon which I am now applying the power; and thus far, the larger my engines the greater the economy of power. I have already been able to concentrate twelve horse power upon one engine containing only a single magnet, and I believe that a battery three times the size, with an engine proportioned, would give me about one hundred horse power. Theoretically it should do so, but allowing for imperfect insulation and loss by induction, we will be content with eighty horse power. It has been fully demonstrated that the axial force, or that force impelling my magnet, is as the square of the quantity of galvanic current.

Next as to the cost of the power by electro-magnetism. The horse power in Jacobi's engine cost twenty-four dollars per day; and if he had made a horse power instead of one-half horse power, it would have cost him somewhere about eighty dollars per day. The best authority at present upon

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this subject is Mr. Joule, whose investigations have been confirmed by Mr. Hunt, Mr. Scoresby, and Oersted. Mr. Joule consumes theoretically forty-five pounds of zinc to one horse power for twenty-four hours, which, at the highest price for zinc, would be four dollars and one-half, and at the minimum price about one dollar and a quarter per day, for magnetic horse power. But Mr. Joule's experiments were conducted upon a small scale, and, had he made his experiments with an engine of an actual half horse power, he would have come out somewhere near Jacobi's engine. The rule generally received is that by Mr. Hunt, who, about a year since, before the Society of Arts in London, came to the conclusion, after having quoted Mr. Joule, Scoresby, and Oersted, that electro-magnetic power costs one hundred and fifty times as much as steam. The horse power for steam has no fixed cost. It varies from two cents a day up to ten cents an hour, as in some locomotive engines. If Mr. Hunt's conclusion was based upon a miniature experiment with an electro-magnetic engine of the ordinary kind, as compared with the consumption of coal in the Cornish steam-engines—the cheapest in the world—his rule for larger engines ought to have been at least one thousand times, as the cost of electro-magnetic power over steam, instead of one hundred and fifty times. From my own experiments, I do not think my horse power can cost over forty cents per day; and, in order to have this question fairly settled, I have invited a scientific commission of the best scientific talent of the country to examine and report. This commission have not yet been able to make the examination; and perhaps they may not be able, as the whole question of cost and availability is now being rigidly investigated in New York by the joint scrutiny and talent of men of science and practical engineers.

In conclusion, permit me to say, that the present condition of the experiment is more encouraging than ever. Various parties in the city of New York, desirous of bringing the invention immediately into practical use, have been employed for more than one month past in testing the capability, cost, and, in fine, the entire question of availability of the electro-magnetic engine, and I regret that they have not yet completed their investigations in season for this brief report. Thus far, however, their trials have been highly satisfactory. At present I have no patent for the invention, and in my present situation in the Patent Office I am deprived of the right to take out a patent. So soon, however, as it may be deemed safe to make public the full performance, description and illustration of the entire construction of the engine, battery, and all its accompanying features, I shall be gratified in so doing, if it should meet your approval.

I have the honor to be, very respectfully, your obedient servant,

CHARLES G. PAGE.

Hon. WILLIAM A. GRAHAM,
Secretary of the Navy.

I.

WASHINGTON, *November* 24, 1851.

SIR: It is my duty to report to you, from time to time, the progress which I make in meteorological investigations.

Since my last was made, which is now in the hands of the binder,

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been engaged in preparing the next report, which will be the fourth since my connexion with the government. In consequence of the greatly increased number of meteorological journals now sent in from all parts of the United States, and beyond, which have to be collated, this fourth report will require more time and labor to complete it, than any of the preceding. Being in bad health for some months, I have employed a young gentleman to assist me in preparing the meteorological charts, this labor requiring no scientific skill.

No pains shall be spared to render the next report, (which, from my age and ill health, will probably be my last,) worthy of the government, whose liberality alone enables me to prosecute these investigations.

In conclusion, I respectfully request that you will give directions to commanders of vessels, to whom you may send the "rules for the mariner in storms," to keep journals of the weather on board, and send them monthly to the department, that they may be collated with the journals kept on land.

Very respectfully,

JAMES P. ESPY.

Hon. WILLIAM A. GRAHAM,
Secretary of the Navy.

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No. 1.

Estimate of the sums required for the support of the office of the Secretary of the Navy for the fiscal year ending June 30, 1853.

		Amount.
For salary of the Secretary of the Navy, per act of February 20, 1819		$6,000
For salary of chief clerk, per act of August 31, 1842		2,000
For salary of principal corresponding clerk, per act of August 31, 1842		1,500
For salary of registering clerk ... do ... do		1,400
For salary of warrant clerk ... do ... do		1,200
For salaries of two assistant corresponding clerks ... do ... do		2,400
For salaries of two additional clerks, per act of August 26, 1842		2,400
For salaries of three recording clerks, per act of August 31, 1842		3,000
For salary of miscellaneous clerk, per acts of August 26 and 31, 1842		1,000
For salary of messenger, per acts of April 30, 1822, and March 3, 1851		700
For salary of assistant messenger, per act of April 30, 1822		400
Total for salaries for fiscal year 1852-53		22,000
Appropriated for fiscal year 1851–52	$22,000	
Contingent expenses.		
Blank books, binding and stationery	$1,000	
Printing	400	
Labor	400	
Newspapers and periodicals	200	
Miscellaneous items	840	
		2,840
Total estimate for fiscal year 1852–53		24,840
Appropriated for fiscal year 1851–52	$24,840	
Civil.—Salaries	$22,000	
Contingent	2,840	

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No. 1.—Continued.

Estimate of the sums required for the expenses of the Southwest Executive Building for the fiscal year ending June 30, 1853.

		Amount.
Salary of superintendent		$250
Salary of four watchmen		2,000
Labor		325
Fuel and light		1,350
Miscellaneous items		1,150
Total estimate for fiscal year 1852–53		5,075
Appropriated for fiscal year 1851–52	$4,575	
Civil.—Salaries	$2,250	
Contingent	2,825	

NOTE.—The difference between the estimate for 1852–53 and the appropriation for 1851–52 is caused by the salary of an additional watchman, the present number (three) being deemed insufficient.

Estimate for the pay of commission and warrant officers of the navy, including the engineer corps, not on duty, for the fiscal year ending June 30, 1853.

		Amount.
For pay of commission and warrant officers of the navy, not on duty		$280,224
Appropriated for the fiscal year 1851–52	$322,424	
Navy.—Pay of the navy		280,224

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No. 1—Continued.

Estimate of the sums required for the transportation of the United States mail, authorized by the acts of Congress approved March 3, 1847, and March 3, 1851, for the fiscal year ending June 30, 1853.

		Amount.
For E. K. Collins's contract from New York to Liverpool and back, March 3, 1847, per annum		$385,000
For A. G. Sloo's contract from New York to New Orleans, Charleston, Savannah, Havana and Chagres, and back, March 3, 1847, per annum		290,000
For Arnold Harris's contract from Panama to California and Oregon and back, March 3, 1847, per annum		199,000
For the contract with the Pacific Mail Steamship Company, semi-monthly service, authorized by act approved March 3, 1851, per annum		149,250
		1,023,250
Appropriated for the fiscal year 1851–52	$874,600	
Special.—Transportation of the mail		$1,023,250

NOTE.—Of the above estimate, the sum of $638,250 is considered as consequent upon the late acquisition of new territory; being for transportation of the mail from New York to Chagres and back, $290,000; and from Panama to California and Oregon and back, $348,250.

Estimate for the Nautical Almanac for the fiscal year ending June 30, 1853.

		Amount.
For three computers at $1,500 per annum		$4,500
For three.....do.....1,000....do		3,000
For six.....do..... 800....do		4,800
For four.....do..... 500....do		2,000
For six.....do..... 300....do		1,800
For the purchase of paper for printing, &c., in order to publish, in the year 1852, the Nautical Almanac for the year 1856, and for other occasional printing		2,300
For clerk		500
For contingent		500
		19,400
For computers and other expenses, and for the purchase of paper for printing, &c., in order to publish the Nautical Almanac for the year 1856	$19,400	
Appropriated for the fiscal year 1851–2	19,400	
Special.—For Nautical Almanac		19,400

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No. 1—Continued.

Estimate of the amount required for expenses of the navy, not enumerated under the general head for contingent expenses, for the fiscal year ending June 30, 1853.

	Amount.
For contingent expenses of the navy, not included in the enumerated contingent	$5,000
Navy.—Contingent not enumerated	$5,000

NOTE.—Neither estimate nor appropriation has been made under this head since the appropriation act for the support of the navy, approved August 3, 1848—the balance of former appropriations having been found adequate.

RECAPITULATION.

	Amount.
Civil.	
Salaries—Office of the Secretary of the Navy	$22,000
Southwest Executive building	2,250
Contingent—Office of the Secretary of the Navy	2,840
Southwest Executive building	2,825
Navy.	
Pay of the navy	280,224
Contingent not enumerated	5,000
Special.	
Transportation of the mail	1,028,250
Nautical Almanac	19,400

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CAMBRIDGE, *October* 22, 1851.

SIR: I have the honor to transmit to the department, in compliance with its instructions of August 11th, the remaining copies of the estimates for the Nautical Almanac for the fiscal year ending June 30, 1853, together with the following statement:

The whole amount of appropriations to June 30, 1851	$18,850 00
Total expenditure to same date	15,277 94
Expenditure for the fiscal year of 1850–'51	11,635 76

The estimate for the following fiscal year is the same as for the present, and I have repeated the former estimate for printing. But the exact cost of printing will only be known after the first volume has issued from the press.

Very respectfully, your obedient servant,

CHARLES HENRY DAVIS,
Lieutenant, Superintendent Nautical Almanac.

Hon. WILLIAM A. GRAHAM,
Secretary of the Navy.

Estimate for the Nautical Almanac for the fiscal year 1852–'53.

For three computers, at $1,500 per annum - -	$4,500 00
" three " " 1,000 " - -	3,000 00
" six " " 800 " - -	4,800 00
" four " " 500 " - -	2,000 00
" six " " 300 " - -	1,800 00
For the purchase of paper for printing, &c., in order to publish, in the year 1852, the Nautical Almanac for 1856, and for other occasional printing - - -	2,300 00
For clerk - - - - - -	500 00
For contingent - - - - -	500 00
	19,400 00
For computers and other expenses, and for the purchase of paper for printing, &c., in order to publish the Nautical Almanac for the year 1856 - - -	$19,400 00

Very respectfully,

CHARLES HENRY DAVIS,
Lieutenant, Superintendent Nautical Almanac.

CAMBRIDGE, *October* 22, 1851.

SIR: I have the honor to submit to the department the following report of the progress of the work under my charge.

The lunar ephemeris is completed and ready for the press. The compu-

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tation of the lunar distances is well advanced; several of the assistants in the office are employed on the reduction of the fixed stars, which constitutes one great division of the work, the next in importance and amount to the ephemeris of the moon.

The lists of occultations for the year 1852, printed by the Smithsonian Institution, have passed through the press and will be published in a few days; these lists have been extended and their form has been somewhat changed, in order to render them more generally useful and more convenient.

The report of progress of the assistants out of the office having charge of special calculations, is generally satisfactory. Miss Mitchell has nearly completed the ephemeris of Venus; Professor Kendall that of Jupiter and his satellites; the planet Mercury has been transferred to Professor Wenlock, of Kentucky; and he has made some advance in his work, using the theory of Le Verrier.

Professor Wenlock, and Professor Gilham of Virginia, have lately been to Cambridge to obtain information as to the mode of conducting their work.

Professor Smith of Connecticut, and Professor Coakley of Maryland, have both gone forward with great zeal and success.

The computations undertaken by these gentlemen are of a long and complicated description, and require much previous preparation; they are not easily rendered familiar to new computers. Some delay in the beginning was to have been expected, but there is no reason to fear that this delay will retard the publication of the Almanac.

Dr. Gould, who accepted the charge of the planets Vesta and Hygea, has been obliged to go to Europe for his health, leaving his work partially completed only; since his arrival in Europe he has been pressed to accept a professorship at the University of Göttingen, which he had once declined, and I fear that the Almanac will lose his valuable services.

The preparation of the table of geographical latitudes and longitudes is begun; an assistant is now engaged in verifying as far as possible by going to the original authorities, the determinations given in the best table of geographical positions, that of M. Daussy of Paris.

The copyist in Washington is employed at present in copying the auxiliary tables of Jupiter, and when these are finished, will be set to work on those of Saturn. A person in the office is now employed in copying the tables of the moon.

Preparations are making for forming a complete list of zodiacal stars, for the convenient use in selecting the occultation lists and list of moon culminating stars.

In the mean time the printing has been continued; comprising the solar ephemeris for all the months in the year 1855, and the solar coördinates for the meridian of Greenwich and that of Washington. As soon as the copy of the lunar ephemeris is prepared for the printers, the printing will go on uninterruptedly, though necessarily slowly, until the whole of the first volume is ready to be given to the world.

The computation of the Le Verrier coefficients of the perturbative function is concluded, and Mr. Walker, to whom this laborious and highly creditable and useful work was assigned, has transmitted his results to the office. The work has been returned to him to be put into a form more convenient for the purposes of the astronomer, but will be ready for the press as soon as it is wanted.

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I am, myself, employed in collating and translating into English the rules and formulæ for the determination of an orbit from three complete observations. The recent numerous discoveries of small planets bring these rules into frequent use. I propose to publish my translation, under the sanction of the department, in the same form as the pamphlet on special perturbations, of which a copy was transmitted to Washington.

The ephemeris of the planet Neptune, and that of Iris, for the year 1852, have been published by permission of the department; the former in the Smithsonian Contributions.

In my letter of August 11, I had the pleasure to inform the department that the observations of the solar eclipse of July 28 had proved, in a striking manner, the accuracy of the predictions given from the office of the Nautical Almanac.

After having spent so much labor in compiling the auxiliary tables, by means of which it was expected that the moon's place would be given with greater accuracy than by the tables used in the calculation of any one of the published ephemerides, it was highly satisfactory to have this expectation confirmed by such a strict test as the late solar eclipse. As examples of the superior accuracy of our methods, I may adduce the following cases:

Here, the beginning of the eclipse, according to the elements of the British Nautical Almanac, should have taken place at seven hours forty-eight minutes and ten seconds; according to our calculations, at seven hours forty-nine minutes and thirty-five seconds; that is, the British Almanac was in error eighty-five seconds, and the American Almanac twenty seconds.

In the predictions for the Washington Observatory, the difference between this office and observation, (the observations were made by Professors Hubbard and Ferguson, and communicated by Lieutenant Maury,) was thirteen seconds at the beginning, and one and a half seconds at the end. In the case of Dantzic, where the eclipse was total, and where, for this and other reasons, the test was more rigid and conclusive, the errors of the British and American Almanacs for the different phases were as follows:

	British—seconds.	American—seconds.
Beginning of eclipse	—80	—22.1
Beginning of total phase	—59	—14.5
End of total phase	—43	— 2.5
End of eclipse	—29.5	+ 2.0
Duration of total phase	+16	+12.1
Duration of eclipse	+51	+24.1

As these tables were computed and arranged under the immediate direction of our distinguished astronomer Professor Peirce, I may, without fear of being thought egotistical, express the very great satisfaction felt by all astronomers in America at this brilliant success.

The same tables of the moon are used in the French and Berlin Almanacs as in the British. The errors, therefore, are the same.

The practical value of our corrections and improvements is shown in their effect upon the determination of the longitude at sea, by means of lunar distances.

The errors of the European ephemerides may create an error of from fifteen to twenty miles in the longitude, and an uncertainty, therefore, of twice that amount. The possibility of this error will be removed in the American ephemeris.

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I have before said that I should have the honor to submit a full report on this interesting subject, as soon as the materials for it are collected. But the European observations are not yet all received in an authentic form; and of those received, but few have been fully discussed, owing to the pressure of other occupations.

I have now to make known to the department another source of gratification concerning the moon's ephemeris. Mr. Miers Fisher Longstreth, a merchant of Philadelphia, a lover and student of the science of celestial mechanics, after devoting several years to an investigation of the differences between the computed and observed places of the moon, and to the means of correcting the serious errors in the lunar formula, has, by an empirical process, introduced such further improvements as now enable the computer to predict the moon's place in the heavens with a degree of precision, which, compared with anything heretofore attained elsewhere, is truly extraordinary.

The first number of the Almanac will exhibit the advantages, and enjoy the distinction, conferred by these honorable and successful labors.

Our work has been somewhat retarded by the necessity of applying Mr. Longstreth's additional corrections; but for this we are more than compensated by the increased accuracy, and by the opportunity afforded to the men of science in America to repay the liberal patronage of the government, by assisting to render this work in every way creditable to the country.

Very respectfully, your obedient servant,

CHARLES HENRY DAVIS,
Lieutenant, Superintendent Nautical Almanac.

Hon. WILLIAM A. GRAHAM,
Secretary of the Navy, Washington.

No. 2.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, &c.,
November 1, 1851.

SIR: I have the honor to submit, in conformity with your instructions, estimates for the fiscal year ending on the 30th day of June, 1853, embracing that portion of the naval service coming under the cognizance of this bureau, accompanied by statements exhibiting the rates and distribution of the vessels belonging to the navy of the United States in commission on the first day of November, 1851, the number and rates of those in ordinary, those on the stocks, the building of which have been suspended for many years, and those undergoing repair; also exhibits of the estimated value of articles received and expended, with the amount and cost of labor upon objects connected with this bureau at the several yards during the same period. The value of articles on hand at each, at the commencement and close of the year, is shown in the table containing the amount of receipts and expenditures, a schedule of which is annexed for reference.

The estimates for construction, equipment, repair, and armament of ships, coal for steamers, hemp, &c., are reduced to the lowest amount at which a force equal to that now employed can be maintained. Since the last annual report, the number of ships necessary to keep up a force equal to that of the previous year, upon which the estimate was based, have been equipped,

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and proceeded to their respective stations. Among the number was the steamer "Susquehanna," now on her way to the East Indies. Her qualities as a sailing vessel and steamer are satisfactory. The propeller "San Jacinto," on her recent trial trip, gave promise of being an efficient steam-vessel. The steamer "Princeton," at Boston, "Fulton," at New York, and "Alleghany," at Norfolk, are in a state of forwardness, and will soon be added to our steam navy. The first-class steamer "Powhatan," launched in February, 1850, is yet detained, in consequence of the non-completion of her engines and machinery.

In its last annual report the bureau recommended, as a matter of economy both in time and money, that the engines and machinery for government steamers should be manufactured at our public establishments. The opinion then expressed has since been decidedly confirmed. The bureau would therefore again respectfully recommend that the principal naval establishments be furnished with the requisite machinery for building and repairing steam-engines for the navy. The Washington yard is supplied with all that is necessary for the construction of those of the largest class, and has given evidence, in those already manufactured, of the advantages to be derived from furnishing other public establishments with like facilities for the purpose.

The bureau also offered for consideration the propriety of launching the frigates "Santee" and "Sabine," and to furnish one or both with the necessary machinery to drive them by steam. The model of a frigate was prepared and forwarded to the bureau by the naval constructor at Philadelphia, exhibiting in detail the arrangement of engines, boilers, stowage of coal, provisions, water, stores, &c. In order to afford space for the introduction of machinery and bear its additional weight, with the necessary fuel, it was proposed to reduce the armament, crew, water, provisions, &c., and such other weighty articles as could be most conveniently spared. The model, accompanied by the proposition and explanations, was submitted to a board appointed to examine and report upon the practicability and expediency of its adoption into the service. After examining the subject in all its bearings, it was decided by the board to be inexpedient to make the proposed changes, or to apply steam power to sailing frigates of the present dimensions, believing that ships, to be efficient with an auxiliary steam power, should be modelled for that purpose.

The "Macedonian," undergoing repairs at New York, will be armed with a single battery of heavy guns, which will render her a formidable vessel of her rate. The "Franklin," a small class ship-of-the-line, recently sent to Portsmouth, N. H., for the purpose of testing the floating dock and railway, requiring extensive repairs, it is proposed to razee, and arm her with batteries of heavy guns, thereby greatly increasing her efficiency as a ship of war.

The bureau would respectfully recommend, in addition to our present naval force, a class of vessels capable of mounting heavy guns, of suitable dimensions to afford comfortable accommodations for their complement of officers and men. The small vessels at present belonging to the navy are inefficient in armament, and so cramped in accommodations as to render those on board uncomfortable, and greatly to impair their health. The class recommended would be equally active, superior in every respect, with but a trifling additional expense.

The hemp agents at Louisville, Kentucky, and St. Louis, Missouri, au-

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thorized to purchase American water-rotted hemp at their respective agencies, have so far furnished but a small quantity, entirely insufficient to supply the demand. The stock on hand at the ropewalk, Boston, is so much reduced, that unless a large quantity is furnished shortly, the department will be compelled to resort to the foreign article to supply deficiencies. The entire quantity of American water-rotted hemp purchased during the year ending June 30, 1851, amounted to twenty-one tons from St. Louis, and one hundred and thirty-five tons from Louisville; one hundred and nine bales of which was destroyed by a steamboat explosion on its passage to New Orleans. The quantity required annually for naval purposes, ranges between four and five hundred tons. That delivered has been generally fair, and of standard strength. With more experience in the preparation, we may reasonably expect an article equal at least to the best obtained from foreign countries. The ropewalk at Memphis being now in a condition to commence operations, it is proposed to ship the whole or part of the hemp purchased at the agencies, to that place for manufacture.

I am, sir, respectfully, your obedient servant,

CHAS. WM. SKINNER.

To Hon. Wm. A. Graham,
Secretary of the Navy

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LIST OF TABLES.

A.—Estimate for expenses of the bureau.
B.—Estimate for pay of persons employed in vessels in commission.
C.—Estimate for the increase, repairs, &c., of vessels in the navy.
D.—Estimate for enumerated contingent.
E.—Statement of vessels in commission.
F.—Statement of vessels in ordinary.
G.—Statement of vessels on the stocks or building.
H.—Statement of vessels broken up, or lost.
I.—Statement of receipts and expenditures.
J.—Statement of the number of days' labor, and its cost.

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A.

Estimate of the amount required for expenditures of the Bureau of Construction, Equipment and Repairs for the fiscal year ending June 30, 1853.

Object.	Amount.
Chief of the bureau	$3,500 00
Chief naval constructor	3,000 00
Engineer in chief	3,000 00
Chief clerk	1,400 00
Two clerks, first class	2,400 00
Four clerks, second class	4,000 00
One clerk, third class	800 00
One draughtsman	800 00
One messenger	700 00
	19,600 00
Contingent Expenses.	
Blank books, binding, stationery, printing and miscellaneous items	800 00
Labor for the bureau	200 00
	20,600 00

Civil.—Appropriated for the fiscal year 1851-'52—Salaries, $19,600; contingent, $1,000.

November 1, 1851. CHAS. WM. SKINNER.

B.

Estimate for the pay of commission, warrant and petty officers and seamen, including the engineer corps of the navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending June 30, 1853.

	Amount.
For the fiscal year ending June 30, 1852	$2,102,610
For the fiscal year ending June 30, 1853	2,102,610

Navy.—For the pay of the navy $2,102,610

November 1, 1851. CHAS. WM. SKINNER.

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C.

Estimate of the amount required for objects under the direction of this bureau, payable from the appropriation for increase, repairs, &c., of the navy, and for wear and tear of vessels in commission, including fuel for steamers, and the purchase of hemp for the navy for the fiscal year ending June 30, 1853.

	Amount.
For the fiscal year ending June 30, 1852	$1,365,000
For the fiscal year ending June 30, 1853	1,365,000

Navy.—Increase, repairs, &c $1,365,000

November 1, 1851. CHAS. WM. SKINNER.

D.

Estimate of the amount required to meet the head of "enumerated contingent," for the fiscal year ending June 30, 1853.

Object.	For fiscal year ending June 30, 1852.	For fiscal year ending June 30, 1853.
Contingencies	$225,000 00	$225,000 00

Navy.—For contingent expenses $225,000 00

November 1, 1851. CHAS. WM. SKINNER.

RECAPITULATION.

CIVIL.

Salaries	$19,600
Contingent	1,000

NAVY.

Pay of the navy	2,102,610
Increase, repairs, &c	1,365,000
Contingent	225,000

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E.

Statement of vessels in commission on the 1st of November, 1851.

SHIPS-OF-THE-LINE.

Pennsylvania, receiving ship	- - -	Norfolk.
North Carolina, do.	- - -	New York.
Ohio, do.	- - -	Boston.
Franklin, testing dry dock	- - -	Portsmouth.

RAZEE.

Independence	- - - - -	Mediterranean.

FRIGATES.

Congress	- - - - -	Brazil.
Savannah	- - - - -	Pacific.
Raritan	- - - - -	Pacific.

SLOOPS.

Saratoga	- - - - -	East Indies.
John Adams	- - - - -	Coast of Africa.
Germantown	- - - - -	Do.
Dale	- - - - -	Do.
Vincennes	- - - - -	Pacific.
Warren	- - - - -	Pacific.
Falmouth	- - - - -	Pacific.
Vandalia	- - - - -	Pacific.
Cyane	- - - - -	Home squadron.
Plymouth	- - - - -	East Indies.
St. Mary's	- - - - -	Pacific.
Jamestown	- - - - -	Brazil.
Albany	- - - - -	Home squadron.
Ontario, receiving ship	- - - -	Baltimore.
Decatur	- - - - -	Home squadron.
Preble, practice ship	- - - -	Annapolis.
Marion	- - - - -	East Indies.

BRIGS.

Dolphin	- - - - -	Special service.
Porpoise	- - - - -	Coast of Africa.
Bainbridge	- - - - -	Do.
Perry	- - - - -	Do.

SCHOONERS.

Wave	- - - - -	Coast survey.
Phœnix	- - - - -	Do.
Petrel	- - - -	New York.

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STEAMERS.

Mississippi	Mediterranean.
Susquehanna	East Indies.
Saranac	Home squadron.
Michigan	On the lakes.
Union, receiving ship	Philadelphia.
Vixen	Home squadron.
Massachusetts	Pacific
John Hancock	Home squadron.
General Taylor, tender	Pensacola.
Engineer	Norfolk.

STORE-SHIPS

Relief	Brazil.
Lexington	Pacific.
Southampton	Pacific.
Supply	Pacific.

RECAPITULATION.

Ships-of-the-line	4
Razee	1
Frigates	3
Sloops	17
Brigs	1
Schooners	3
Steamers	10
Store-ships	4
	46

November 1, 1851. CHAS. WM. SKINNER.

F.

Statement of vessels in ordinary, repairing, equipping and rebuilding, on the 1st of November, 1851.

SHIPS-OF-THE-LINE.

Vermont	Boston.
Columbus	Norfolk.
Delaware	Norfolk.

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FRIGATES.

United States, in ordinary	Norfolk.
Constitution, do.	New York.
Potomac, do.	New York.
Brandywine, do.	New York.
Cumberland, do.	Boston.
Columbia, repairing	Norfolk.
St. Lawrence, do.	New York.
Macedonian, do.	New York.
Constellation, in ordinary	Norfolk.

SLOOPS.

Fairfield, in ordinary	Norfolk.
St. Louis, do.	Norfolk.
Levant, repairing	Norfolk.
Portsmouth, repairing	Boston.

STEAMERS.

Powhatan, equipping	Norfolk.
San Jacinto	New York.
Fulton	New York.
Alleghany, repairing	Norfolk.
Water Witch, do.	Baltimore.
Princeton, rebuilding	Boston.

STORE-SHIP.

Fredonia, equipping	New York.

RECAPITULATION.

Ships-of-the-line	3
Frigates	9
Sloops	4
Steamers	6
Store-ship	1
	23

November 1, 1851. CHAS. WM. SKINNER.

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G.

Statement of vessels on the stocks and in progress of construction, November 1, 1851.

Kittery, Maine.

Alabama, ship-of-the-line—building suspended.
Santee, frigate—building suspended.

Charlestown, Mass.

Virginia, ship-of-the-line—building suspended.

New York..

Sabine, frigate—building suspended.

Hoboken, N. J.

Iron steamer, Stevens—building suspended.

Gosport, Va.

New York, ship-of-the-line—building suspended.

Sackett's Harbor.

New Orleans, ship-of-the-line—building suspended.

RECAPITULATION.

Ships-of-the-line	4
Frigates	2
Steamer	1
	7

November 1, 1851. CHAS. WM. SKINNER.

H.

Statement of vessels broken up, lost, transferred or sold, since the last annual report.

Broken up, as unworthy of repairs.—None.

Sold.—Erie.

Transferred.—None.

Lost.—Yorktown.

November 1, 1851. CHAS. WM. SKINNER.

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I.

Statement of the cost, or estimated value, of stores on hand at the several navy yards July 1, 1850; *of articles received and expended from June* 30, 1850, *to June* 30, 1851; *and of those remaining on hand July* 1, 1851; *under the direction of the Bureau of Construction, Equipment and Repair.*

Navy Yards.	On hand July 1, 1850.	Received.	Expended.	On hand July 1, 1852.
Portsmouth	$663,799,93¾	$37,147 40	$43,332 67	$657,614 66¾
Boston	1,672,344 16	187,011 24	224,422 87	1,634,932 53
New York	1,363,982 35	218,624 68	221,755 38	1,360,851 65
Philadelphia	498,266 10	40,841 20	91,720 28	447,387 02
Washington	420,674 34	152,810 87	147,964 26	425,520 95
Norfolk	1,696,998 73	296,202 16	354,415 28	1,638,785 61
Pensacola	213,989 42	43,498 92½	19,120 44	238,367 90½
Memphis	80 21	450 00	.....	530 21
Total	6,530,135 24¾	976,586 47½	1,102,731 18	6,403,990 54¼

November 1, 1851. CHAS. WM. SKINNER.

J.

Statement of the number of days' labor, and its cost, from July 1, 1850, *to July* 1, 1851, *for the respective navy yards, for building, repairing or equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.*

Navy Yards.	No. of days' labor.	Cost of labor.	Average per diem.
Kittery	12,706	$17,375 73	$1.368
Charlestown	42,318½	72,514 14	1.714
Brooklyn	128,864	194,133 95	1.507
Philadelphia	25,168¾	37,838 48	1.507
Washington	77,006	101,353 13	1.316
Gosport	181,685	264,597 51	1.456
Pensacola	8,597¾	12,560 34	1.461
Total	476,286	700,373 28	1.470

November 1, 1851. CHAS. WM. SKINNER.

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NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, &c.,
November 21, 1851.

SIR: In conformity with the requirements of the act of 3d March, 1843, I respectfully transmit herewith, duplicate abstracts of offers received to furnish naval supplies coming under the cognizance of this bureau, exhibiting, in scales from No. 1 to No. 10, inclusive, as well those which have been accepted as those which have been rejected, between the 14th November, 1850, (date of the last report,) and the 14th November, 1851.

And in conformity with the act of the 21st April, 1808, I also transmit herewith, duplicate lists of contracts made and received during the same period.

Respectfully, your obedient servant,
CHAS. WM. SKINNER.

Hon. WM. A. GRAHAM,
Secretary of the Navy.

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List of contracts under the cognizance of the Bureau of Construction, Equipment and Repairs, made and received from November 14, 1850, to November 14, 1851; prepared in conformity with an act of Congress of April 21, 1808.

Date.	Expiration.	Name of contractor.	Article.	Rates.		Navy-yard where deliverable.
1851. June 30.	1852. June 30.	Wm. N. Clem	1000 pounds 8-inch Burden's pressed iron spikes	$0 05	per pound.	Brooklyn.
			1000..do...7-inch....do.....do	5	do	
			1000..do...6-inch....do.....do	5	do	
			500...do...5-inch....do.....do	5	do	
			200...do...20d wrought-iron boat nails	9	do	
			200...do...12d.....do.....do	9	do	
			400...do...10d.....do.....do	9	do	
			400...do...8d.....do.....do	9	do	
			400...do...6d.....do.....do	10	do	
			100...do...4d.....do.....do	14	do	
			200...do...1-inch iron wrought boat nails	30	do	
			500...do...40d iron cut nails	3¼	do	
			500...do...20d....do	3¼	do	
			2000..do...12d....do	3¼	do	
			2000..do...10d....do	3¼	do	
			1200..do...8d.....do	3¼	do	
			900...do...6d.....do	3¼	do	
			500...do...4d.....do	3¼	do	
			100...do...scupper nails	30	do	
			10,000 6-oz. iron cut tacks	6	per M.	
			10,000 8-oz.....do	7	do	
			10,000 10-oz.....do	8	do	
			10,000 12-oz.....do	9	do	
			20,000 gimp tacks	10	do	
			10,000 ⅜-inch iron cut brads	6	do	
			10,000 ½-inch.....do	8	do	
			20,000 ¾-inch.....do	10	do	
			20,000 1-inch.....do	12	do	
			10,000 1¼-inch....do	14	do	
			10,000 1½-inch....do	16	do	

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17,00 pounds copper cut nails, various sizes	30	per pound.
40,000 copper cut tacks	70	per M.
10,000 $\frac{7}{8}$-inch copper cut tacks	80	do
40,000 copper wrought tacks, various sizes	1 50	do
10,000 1-inch....do.....do	1 75	do
6 carpenters' adzes, handled	2 00	each.
3....do.....do...hollow	2 00	do
6 coopers' adzes	2 00	do
6 carpenters' broadaxes	3 00	do
2 coopers'.....do	3 00	do
30 cast-steel wood-axes	1 00	do
24 brad awls	6	do
12 wire awls, handled	6	do
12 shoe....do	3	do
6 China bowls for water closets	15 00	do
3 wood braces and bits (48 bits)	7 00	do
6 carpenter's bevils (steel tongues)	75	do
3 bung borers	75	do
3 tap borers	50	do
3 iron braces and bits (20 bits)	3 00	do
20 pieces worsted binding	50	do
12 18-inch scale beams	50	do
12 24-inch....do	2 00	do
18 yards brass jack chain	20	per yard.
6 pairs $1\frac{1}{2}$-inch brass fixed wheel castors	31	per pair.
6 pairs $1\frac{1}{2}$-inch socket.....do	50	do
6 pairs $1\frac{3}{4}$-inch...do.....do	50	do
$2\frac{1}{2}$ dozen 4-inch brass flush bolts	2 00	per dozen.
1...do..$1\frac{1}{2}$-inch brass plate buttons	62	do
1...do..2-inch...do.....do	75	do
1...do..carpenters' compasses	2 00	do
4...do..firmer chisels, handled	3 00	do
3...do..socket.....do	9 00	do
$\frac{1}{2}$...do..$\frac{1}{2}$-inch brass bibb cocks	9 00	do
$\frac{1}{2}$...do..$\frac{3}{4}$-inch.....do	18 00	do
500 pounds white chalk	4	per pound.
3 pairs mast callipers	1 00	per pair.
4 composition stop-cocks	3 00	each.
6 cooper's crows	1 00	do
2...do... irons	1 00	do

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List of contracts—Continued.

Date.	Expiration.	Name of contractor.	Article.	Rates.		Navy-yard where deliverable.
1851. June 30	1852. June 30	Wm. N. Clem—Continued.....	3 glaziers' diamonds.....	$1 00	each.	Brooklyn.
			3 brass dividers.....	2 00	do	
			1 dozen pairs brass table fastenings.....	6 00	per pair.	
			1..do..14-inch fine flat files.....	7 00	per dozen.	
			1..do..12-inch....do.....	5 00	do	
			1..do..10-inch....do.....	4 00	do	
			1..do..8-inch.....do.....	3 00	do	
			1..do..14-inch flat bastard files.....	5 00	do	
			1..do..12-inch....do.....	3 50	do	
			1..do..10-inch....do.....	2 50	do	
			1..do..8-inch.....do.....	2 00	do	
			1..do..14-inch ½ round files.....	5 50	do	
			1..do..12-inch....do.....	3 75	do	
			1..do..10-inch....do.....	2 75	do	
			1..do..8-inch.....do.....	2 25	do	
			1..do..10-inch round files.....	2 50	do	
			1..do..8-inch...do.....	2 00	do	
			1..do..6-inch...do.....	1 50	do	
			1..do..5-inch...do.....	1 25	do	
			1..do..4-inch...do.....	1 00	do	
			1..do..3-inch...do.....	75	do	
			3..do..8-inch taper saw files.....	2 00	do	
			1..do..7-inch.....do.....	1 75	do	
			1..do..6-inch.....do.....	1 50	do	
			1..do..5-inch.....do.....	1 25	do	
			1..do..4-inch.....do.....	1 00	do	
			1..do..3-inch.....do.....	75	do	
			1..do..14-inch wood rasps.....	5 00	do	
			6..do..nail gimlets, assorted.....	37	do	
			2..do..spike gimlets.....	1 00	do	
			1..do..firmer gouges, handled.....	3 00	do	

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1	do. socket	7 50	do
½	do. carpenters' gauges	2 50	do
4	do. pairs 4 × 4-inch brass butt hinges	10 00	do
3	do. pairs 3-inch do	6 00	do
15	do. pairs 2½-inch do	4 50	do
1	do. pairs 2½-inch table flaps	4 50	do
2	do. pairs 3½ × 3½-inch iron butt hinges	1 50	do
3	do. pairs 3-inch do	75	do
2	do. pairs 2-inch do	40	do
1	do. 4½-inch upright mortise locks	18 00	do
26	do. brass eyes	18	do
11½	do. 8-inch iron chest handles	1 50	do
6	do. best C. S. claw hammers	5 00	do
1	do. best screw wrench	30 00	do
1	do. best C. S. hatchets	9 00	do
3	coopers' marking irons	30	each.
3	do. dock irons	1 00	do
6	dozen blank comp. keys	1 50	per dozen.
12	do. blank iron keys and locks	50	do
12	do. 2-inch mahogany knobs	15	do
10	do. ¾-inch brass knobs	50	do
4	do. sailmakers' knives	3 00	do
24	do. blank iron drawer locks and keys	50	do
1/6	do. 11-inch drawing-knives	18 00	do
1/2	do. putty-knives	2 25	do
3/8	do. glue kettels, copper	12 00	do
3/8	do. iron pitch kettles	24 00	do
2	do. shoe knives	1 50	do
1	do. butcher knives	5 00	do
1/2	do. cheese knives	5 00	do
1¼	do. 6-inch iron dead locks	6 00	do
25	do. 4 × 2⅓-inch iron closet locks	1 00	do
12	do. 2¼-inch iron drawer locks	1 00	do
1	do. 2½-inch brass book-case locks	2 00	do
2	do. 2⅔-inch brass cupboard locks	3 00	do
1	do. 3-inch iron chest locks	2 00	do
6	do. 3-inch iron pad-locks	5 00	do
25	do. 2¾-inch do	4 00	do
1	do. 3-inch brass do	12 00	do
3	do. 2¾-inch do	10 00	do

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List of contracts—Continued.

Date.	Expiration.	Name of contractor.	Article.	Rates.		Navy-yard where deliverable.
1851. June 30	1852. June 30.	Wm. N. Clem—Continued	6 dozen chalk lines	$0 75	per dozen.	Brooklyn.
			40 pounds British lustre	6	per pound.	
			6 carpenters' long jointer planes	1 50	each.	
			12...do.....short.....do	1 25	do	
			3 smoothing planes	1 00	do	
			3 jack planes	1 00	do	
			6 plough planes and bitts	5 00	do	
			1 dozen pair pincers	2 00	per dozen.	
			1..do..pair plyers	2 00	do	
			1 ream sand-paper	3 00	per ream.	
			3 coopers' long jointer planes	4 00	each.	
			3...do... short.....do	3 00	do	
			2...do... block.....do	1 00	do	
			2000 $1\frac{1}{4}$-inch shear rivets (iron)	2 50	per M.	
			1000 $2\frac{1}{6}$-inch....do.....do	4 00	do	
			40,000 American iron cooper rivets	50	do	
			84 dozen $\frac{3}{4}$-inch brass curtain rings	3	per dozen.	
			4...do..1-inch brass screw rings	25	do	
			50 pounds copper boat rivets	50	per pound.	
			2 dozen 2-feet rules, 4 folds	5 00	per dozen.	
			1..do..2-feet rules, 2 folds	4 00	do	
			1..do..gauging rods	6 00	do	
			10 gross $\frac{1}{2}$-inch best iron screws	12	per gross.	
			10..do..$\frac{5}{8}$-inch.....do	15	do	
			10..do..$\frac{3}{4}$-inch.....do	20	do	
			10..do..1-inch.....do	25	do	
			10..do..$1\frac{1}{4}$-inch.....do	28	do	
			10..do..$1\frac{1}{2}$-inch.....do	30	do	
			10..do..$1\frac{3}{4}$-inch.....do	35	do	
			5...do..2-inch.....do	40	do	
			5...do..$2\frac{1}{4}$-inch.....do	45	do	

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5	do. $2\frac{1}{2}$-inch	50	do
1	do. $2\frac{5}{8}$-inch	55	do
1	do. 3-inch	1 00	do
1	do. $3\frac{1}{2}$-inch	1 25	do
5	do. $\frac{1}{4}$-inch best brass screws	40	do
5	do. $\frac{3}{8}$-inch	45	do
5	do. $\frac{1}{2}$-inch	50	do
5	do. 1-inch	60	do
5	do. $1\frac{1}{4}$-inch	90	do
5	do. $1\frac{1}{2}$-inch	1 20	do
5	do. $1\frac{3}{4}$-inch	1 50	do
5	do. 2-inch	1 70	do
5	do. $2\frac{1}{4}$-inch	2 00	do
5	do. $2\frac{1}{2}$-inch	3 00	do
5	do. 3-inch	4 00	do
4	dozen brass sash springs	75	per dozen.
3	do. brass curtain pins	3 00	do
10	hanging lamps	1 00	each.
20	dozen double-tube lamp screws	20	per dozen.
20	do. filling screws for lamps	12	do
40	pounds spelter solder	20	per pound.
3	screw-drivers	25	each.
6	steelyards	1 00	do
3	Dearborn's patent balances	5 00	do
6	handsaws	1 00	do
6	wood-saws and frames	1 00	do
2	sash saws	1 00	do
2	panel saws	1 50	do
2	compass saws	50	do
2	key-hole saws and pads	50	do
6	tenon saws	1 50	do
6	dovetail saws	75	do
3	jack-screws, 4 feet long	23 00	each
12	spoke shaves	75	do
6	best quality Turkey oilstones	25	do
3	grindstones, 600 pounds	2	per pound.
3	bucket shaves	50	each.
3	can.....do	50	do
10	dozen C. S. shovels	10 00	per dozen.
6	do. do. spades	10 50	do

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Article.	Rates.		Navy yard where deliverable.
1851.	1852.					
June 30	June 30	Wm. N. C'em—Continued.....	3 sailmakers' brass squares.....	$2 50	each.	Brooklyn.
			12 bread sieves.....	25	do	
			12..do..shovels.....	50	do	
			12 butchers' steels.....	50	do	
			200 pounds best cast steel.....	18	per pound.	
			200..do...German..do.....	12	do	
			260..do...blister...do.....	14	do	
			6 screw plates and taps.....	50	each.	
			3.....do.....do..for fuses.....	1 00	do	
			3 turners' iron stakes.....	5 00	do	
			3...do...planishing stakes.....	3 00	do	
			12 pounds best quality shoe thread.....	50	per pound.	
			3 tape lines of 100 feet.....	1 00	each.	
			3....do.....50 feet.....	75	do	
			3 bench vices.....	5 00	do	
			6 hand..do.....	50	do	
			6 sets lead weights, 1 ounce to 1 pound.....	75	per set.	
			6 sets iron....do...1 pound to 4 pounds.....	37	do	
			200 pounds ¼-inch brass wire.....	30	per pound.	
			12 gridirons.....	1 00	each.	
			9 griddles.....	1 00	do	
			16 iron tea-kettles.....	1 50	do	
			6 iron ladles for cooks.....	1 00	do	
			16 frying pans.....	75	do	
			50 stew...do.....	75	do	
			8 sets shovels, tongs and pokers.....	1 00	per set.	
			150 pounds best quality cooper's glue.....	20	per pound.	
			25...do...cane seating.....	50	do	
			5....do....do..binding.....	50	do	
			120 sets black walnut chair trimmings.....	30	per set.	
			200 yards Brussels carpet.....	1 00	per yard.	

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			400 do blue damask moreen	50	do		
			300 do worsted gimp	6	do		
			150 do figured muslin	20	do		
			25 pieces ¾-inch blue worsted binding	50	per piece.		
			20 pounds fine blue sewing thread	75	per pound.		
			25 do black do	75	do		
			25 do white do	75	do		
			25 yards black broadcloth	3 00	per yard.		
			42 do 30-inch hair cloth, best quality	1 30	do		
			42 do 24-inch do do	1 20	do		
			300 pounds pure curled hair	40	per pound.		
28	30	Bluford & Co	100 cords oak wood, red	3 00	per cord	Gosport.	
30	30	Daniel S. Grice	25 dozen best extra whitewash brushes	8 50	per dozen	Brooklyn.	
			1 do do long-handled tar brushes	5 75	do		
			1 do short-handled do do	4 12	do		
			1 do varnish do	5 00	do		
			1 do painter's dusting do	4 50	do		
			1 do hand do	4 50	do		
			10 do 000000 paint do	11 00	do		
			6 do 0000 do	8 50	do		
			6 do 000 do	7 00	do		
			3 do 00 do	6 50	do		
			6 do No. 6 sash tool do	2 00	do		
			5 do clamp scrub handled do	4 25	do		
			5 do hand do do	2 75	do		
			4 do French fitches	75	do		
			10 pounds best Russia bristles	6 00	per pound.		
July 1	30	Horton, Hall & Co	3 broad axes, handled	1 00	each	Charlestown.	
			3 narrow do do	50	do		
			2 carpenters' adzes	1 00	do		
			2 coopers' do	50	do		
			50 awls	6	do		
			2 braces and bits (48 bits)	4 00	do		
			1 steel-tongued bevil	75	do		
			2 bung borers	1 50	do		
			1 set firmer chisels	2 00	per set.		
			1 set socket do	5 00	do		
			2 coopers' callipers	50	each.		
			1 mast do	2 50	do		
			1 cooper's crow	2 00	do		

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy yard where deliverable.
1851.	1852.					
July 1	June 30	Horton, Hall & Co.—Continued.	1 large butcher's cleaver	$7 00	each.	Charlestown.
			1 glazing diamond	2 00	do	
			1 dozen rat-tail files	2 00	per dozen.	
			10 do. . whipsaw do	50	do	
			12 do. . handsaw do	50	do	
			1 set firmer gouges	4 50	per set.	
			1 set socket . . do	6 00	do	
			1 dozen spike gimblets	50	per dozen.	
			1 . . do . . nail . . . . do	75	do	
			4 carpenter's gauges	75	each.	
			3 gridirons	37	do	
			3 griddles	37	do	
			2 beck irons	6 00	do	
			2 marking do	75	do	
			2 jack-screws	3 00	do	
			1 cooper's long jointer	5 00	do	
			1 . . do . . . . short . . do	1 00	do	
			5 drawing knives	50	do	
			8 putty . . . . do	10	do	
			2 rounding do	2 50	do	
			5 sail . . . . . do	8	do	
			5 butcher . . do	33	do	
			5 cheese . . . do	25	do	
			1 patent lead	25 00	do	
			100 sail needles	4 00	per hundred.	
			100 seaming do	4 00	do	
			100 marline do	4 00	do	
			100 8-thread do	6 00	do	
			100 6-thread do	4 00	do	
			100 4-thread do	4 00	do	
			200 pounds iron cut nails	4	per pound.	

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200..do....do. wrought nails	4	do
4,000 scupper.....do	25	per M.
2 pair pincers	50	per pair.
2 pair plyers	50	do
2 coopers' block planes	2 00	each.
3 smoothing.....do	25	do
3 grooving.....do	50	do
3 jack.....do	50	do
3 moulding.....do	50	do
3 plough.....do	4 00	do
2 astrigal.....do	50	do
5 wood rasps	37	do
3 gauging rods	1 50	do
10 pounds hose rivets	10	per pound.
25 cast steel scrapers	35	each.
100 pounds iron deck spikes	5½	per pound.
3 bread sieves	1 50	each.
3 sets tin scales	6 00	per set.
3 bread shods	75	each.
1 iron safe	10 00	
10 gross ¾-inch No. 9 iron screws	50	per gross.
3...do..3-inch No. 24 iron screws	50	do
3...do..do.....do..brass do	50	do
1 pit saw	1 00	each.
1 cross-cut saw	1 00	do
1 dovetail..do	1 00	do
2 tennon saws	50	do
3 hand.....do	1 00	do
3 hack.....do	75	do
3 pad.....do	50	do
1 large screw plate and taps	12 00	do
1 small..do.....do	5 00	do
3 steel squares	1 00	do
4 fry-pans	25	do
2 shovels and tongs	1 00	do
2 spoke shaves	25	do
2 can ....do	25	do
2 in-shaves	50	do
1 large bench vice	1 75	do
2 small..do...do	1 75	do

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1851. July 1	1852. June 30	Norton, Hall & Co.—Continued.	1 hand vice	$0 88 each.	Charlestown.
			3 sets lead weights, 1 ounce to 1 pound	2 00 per set.	
			3 screw wrenches	2 00 each.	
			1 brass square	5 00 do	
			50,000 iron tacks	3 per M.	
			200 pounds pig zinc	5 per pound.	
			10 boxes S. D. XX tin	2 00 per box.	
			4 dozen hickory brooms	2 00 per dozen.	
			4..do..corn.....do	2 50 do	
			4..do..whitewash brushes	6 00 do	
			4..do..paint .....do	6 00 do	
			2..do..hand scrubbing do	1 50 do	
			2..do..clamp .....do	1 50 do	
			1..do..long-handled tar brushes	5 00 do	
			1..do..short-handled..do	4 50 do	
			30 pieces bunting, white, blue and red	4 00 per piece.	
			5 silver calls	4 50 each.	
			30 yards bleached cotton	5 per yard.	
			8 rolls worsted binding	20 per roll.	
			1 set truss hoops	6 00 per set.	
			10,000 pounds ox-hide, for ropes	6¼ per pound.	
			100 feet 2½-inch leather hose	65 per foot.	
			72..do. suction.....do	50 do	
			200 pounds pump leather	10 per pound.	
			175.. do...bellows do	15 do	
			200.. do...hose ...do	5 do	
			50... do...lamp wick yarn	10 do	
			2 tape lines	3 00 each.	
			10 casks lime	1 00 do	
			100 dozen Russia mats	1 00 per dozen.	
			50 gallons whale oil	75 per gallon.	

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			30...do...tar...do	50	do	
			200 barrels Suffolk tar	1 00	per barrel.	
			10....do..coal...do	50	do	
			30 gallons neats-foot oil	1 25	per gallon.	
			20 mounted roping palms	65	each.	
			20 seaming.....do	65	do	
			3 grindstones, 200 pounds	1	per pound.	
			10 barrels pitch	2 00	per barrel.	
			5...do...rosin	2 00	do	
			100 pounds flax sewing twine	30	per pound.	
			50...do...whipping....do	20	do	
			25...do...seine .....do	20	do	
			25...do...yellow beeswax	40	do	
			3 barrels turpentine	2 00	per barrel.	
			10 pounds mop yarn	50	per pound.	
July 1	June 30	Bonsal & Brother	50 tons No. 1 best American gray pig iron	23 39	per ton....	Washington.
			300 pounds iron wire	6	per pound.	
			400...do..best English blister steel	11	do	
			2,000.do..6-inch wrought iron spikes	4	do	
			2,000.do..5-inch.....do.....do	4½	do	
			1,000.do..6-inch.....do...nails	6	do	
			4 gross 2-inch No. 14 iron screws	50	per gross.	
			10 do..1¼-inch No. 12..do	40	do	
			2 dozen pairs iron butt hinges	1 00	per dozen pair.	
			2.....do....do..till locks	2 00	do	
			1.....do....do..closet do	6 00	do	
			1.....do....do..padlocks	6 00	do	
			1,900 pounds milled lead	5½	per pound.	
			1,000...do.....do	5½	do	
			20,000..do..English or East India tin	19½	do	
			5 boxes XX tin	12 50	per box.	
			5..do..single X tin	11 00	do	
			2 dozen wood axes	12 00	per dozen...	Gosport.
			5..do..sewing awls	1 00	do	
			2..do..wire...do	1 00	do	
			7..do..clamp brushes	3 00	do	
			10.do..hand scrubbing brushes	2 00	do	
			5..do..10-knot whitewash do	4 00	do	
			4..do..dusting.....do	3 00	do	
			5..do..paint.....do..fine	6 00	do	

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy yard where deliverable.
1851.	1852.					
July 1	June 30	Bonsal & Brother—Continued...	3 dozen paint brushes, coarse	$5 00	per dozen.	Gosport.
			4..do..sash tool do	1 50	do	
			2..do..camel's hair brushes	50	do	
			15.do..hickory brooms	2 00	do	
			20.do..corn.....do	4 00	do	
			1..do..carpenter's braces and bits	30 00	do	
			1..do..iron.....do	24 00	do	
			600 Bath bricks	5	each.	
			4 dozen carpenters' compasses	1 50	per dozen.	
			1..do..patent balances	2 50	each.	
			1..do..smiths' callipers	5 00	per dozen.	
			10.do..firmer chisels	3 00	do	
			1..do..silver calls	25 00	do	
			6..do..brass cocks	9 00	do	
			6 sets dies, letters and figures	15 00	per set.	
			1 dozen coopers' compasses	4 00	per dozen.	
			30 pounds fine emery	10	per pound.	
			10...do.. coarse do	10	do	
			4 dozen 8-inch flat bastard files	1 50	per dozen.	
			5..do..14-inch..do.....do	5 00	do	
			3..do..10-inch..do.....do	3 00	do	
			2..do..8-inch ½-round ....do	3 00	do	
			6..do..11-inch..do.....do	3 50	do	
			5..do..8-inch fine flat.....do	2 00	do	
			3..do..10-inch..do.....do	3 00	do	
			6..do..11-inch..do.....do	3 50	do	
			2..do..12-inch..do.....do	6 00	do	
			6..do..8-inch ½-round ....do	1 50	do	
			6..do..10-inch..do..... do	2 00	do	
			6..do..11-inch..do.....do	2 50	do	
			3..do..12-inch..do.....do	5 00	do	

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12..do..nail gimlets, assorted	1 00	do
4..do..firmer gouges, handled	2 00	do
5..do..socket gouges, handled	3 00	do
1..do..carpenters' gauges	3 00	do
1..do..saddlers' hammers	6 00	do
4..do..claw hammers	4 00	do
2..do..hatchets	6 00	do
500 sheets horn	5	per sheet.
20 dozen brass screw hooks	1 00	per dozen.
20..do..brass clothes hooks	50	do
300 pairs 4-inch brass butt hinges	40 00	per 100 pair.
325..do..3½.....do	30 00	do
320..do..3.....do	20 00	do
25..do..desk hinges	12	per pair.
1 dozen putty knives	2 00	per dozen.
2..do..shoemakers' knives	2 00	do
1..do..long butchers' knives	2 00	do
3..do..sail knives	1 00	do
1..do..butchers' cleavers	6 00	do
1..do..pitch kettles	10 00	do
8..do..fishing lines	1 00	do
2 turning lathes	25 00	each.
4 dozen log lines	15 00	per dozen.
2..do..pitch mops	2 50	do
2..do..iron closet locks	3 00	do
30..do..iron padlocks	1 00	do
6..do..iron closet locks, 4 inches long	2 00	do
50..do..iron drawer locks	1 00	do
800 seaming needles	1 00	per hundred.
100 sewing needles	3	per paper.
6,900 pounds iron cut nails	3	per pound.
1,000...do..wrought nails	6	do
2,400...do..copper cut nails	25	do
50,000 clout nails	40	per M.
3 dozen roping palms	10 00	per dozen.
3..do..seaming palms	10 00	do
3..do..sail prickers	3 00	do
1..do..pliers	3 00	do
1..do..smoothing planes	10 00	do
1..do..grooving planes	10 00	do

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy-yard where deliverable.
1851.	1852.					
July 1	June 30	Bonsal & Brother—Continued...	1 dozen jack planes	$10 00	per dozen...	Gosport.
			1..do..coopers' short jointer planes	10 00	do	
			2 reams sand paper	3 00	per ream.	
			15 dozen brass flush rings	80	per dozen.	
			4...do..sail rubbers	2 50	do	
			3...do..2-feet folding rules	5 00	do	
			2...do..sounding rods	5 00	do	
			25 pounds iron rivets	16	per pound.	
			1 dozen steelyards	10 00	per dozen.	
			40.do..scrapers	3 00	do	
			2..do..gunter's scales	3 00	do	
			2..do..hand saws	5 00	do	
			1..do..wood saws	5 00	do	
			2..do..compass saws	5 00	do	
			1..do..keyhole and pad saws	5 00	do	
			2..do..back saws	5 00	do	
			2..do..spoke shaves	5 00	do	
			1..do..bucket shaves	5 00	do	
			1..do..in-shaves	5 00	do	
			30,000 ½-inch iron cut sprigs	10	per M.	
			1 dozen hand shears	12 00	per dozen.	
			2..do..sail stabbers	3 00	do	
			50 pounds brass solder	50	per pound.	
			1 dozen breast stocks	10 00	per dozen.	
			12 gross 2-inch iron screws	50	per gross.	
			10..do..3-inch brass screws	7 00	do	
			4...do..2½.....do.....No. 17	2 50	do	
			20..do..1½.....do.....Nos. 11, 12 and 14	1 50	do	
			20..do..1.....do.....Nos. 8, 9 and 10	50	do	
			8...do..½.....do.....Nos. 4, 5, 6 and 7	50	do	
			1 dozen measuring tapes	10 00	per dozen.	

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300 iron welded thimbles	5 00	per hundred.
100,000 16-ounce pump tacks	12	per M.
20,000 $\frac{5}{8}$-inch copper cut tacks	60	do
30,000 $\frac{3}{4}$....do.....do	60	do
40,000 $\frac{7}{8}$....do.....do	40	do
50,000 1....do.....do	40	do
70,000 16-ounce iron cut tacks	12	do
60,000 14....do.....do	8	do
35,000 12....do.....do	8	do
1 dozen large bench vices, 300 pounds	30	per pound.
1..do..hand vices	24 00	per dozen.
1..do..screw wrenches	24 00	do
6 sets zinc weights, 1 ounce to 1 pound	1 00	per set.
6 sets iron weights, 1 pound to 4 pounds	25	do
75 gross lamp wick	50	per gross.
20 pounds copper wire, No. 16	30	per pound.
15...do.....do.....19	30	do
20...do.....do.....$\frac{1}{4}$ inch diameter	30	do
20...do.....do.....5-16....do	30	do
20...do.....do.....$\frac{3}{8}$.....do	30	do
65...do..brass wire, Nos. 3 and 4	30	do
140..do..iron wire	6	do
15...do....do	20	do
500..do..cast steel	14	do
2 dozen copper tea kettles	15 00	per dozen.
2..do..iron.....do	10 00	do
3..do..iron stew pans	6 00	do
1..do..iron pots	6 00	do
1..do..diaphragm filters	66 00	do
1,500 pounds sheet lead	6	per pound.
15,500..do .....do	5$\frac{1}{4}$	do
100 feet drawn lead pipe, 1 inch diameter	12	per foot.
150..do.....do....1$\frac{1}{4}$....do	15	do
150..do.....do....1$\frac{1}{2}$....do	20	do
2,000 pounds best blanco block tin	20	per pound.
1,000...do..sheet zinc	6	do
300.....do..pig zinc	6	do
5 boxes X tin	11 00	per box.
10 boxes XXX tin	14 50	do
14,150 pounds composition sheathing nails	18.94	per pound.

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1851. July 1	1852. June 30	Bonsal & Brother—Continued...	600 feet best double thick glass	$0 10.92 per foot...	Gosport.
			100 barrels bright tar	1 80 per barrel.	
			50...do...black tar	1 50 do	
			100..do...pitch	1 25 do	
			30...do...soft turpentine	3 00 do	
			2,500 pounds best tallow	9 per pound.	
			400....do...beeswax	25 do	
			1,500..do...spun cotton	10 do	
			200....do...composition for twine	15 do	
			20 bundles coopers' flags	5 do	
			20 hanks cod line, (fine)	20 per hank.	
			20.....do..... (stout)	20 do	
			50 barrels rosin	1 00 per barrel.	
			10...do..coal tar	3 50 do	
			1,200 pounds best bellows leather	35 per pound.	
			2,000...do..best rigging leather	20 do	
			20 sides best tally leather	1 00 per side.	
			24 sides best bridle leather	3 50 do	
			24 sides best harness leather	3 50 do	
			30 buck skins	1 00 per skin.	
			50 sheep skins	2 00 do	
			128 feet suction hose	1 75 per foot.	
			700 feet leading hose	60 do	
			100 yards green baize	30 per yard.	
			100..do..fearnought	50 do	
			50...do..black cotton velvet	25 do	
			20 dozen spools cotton	25 per dozen.	
			50 pounds shoe thread	30 per pound.	
			1 piece black hair cloth, 24 inches wide	1 80 per piece.	
			1.....do.....do....25....do	2 00 do	
			100 rolls worsted binding	10 do	

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				75 pounds thrums		40	per pound.	
				340 pounds brass, various numbers		27.80	do.	
July	1	June	30	Fox & Polhemus	25 bolts No. 2 cotton canvass	9 50	per bolt	Pensacola.
				20..do.....3.....do		9 25	do	
				25..do.....4.....do		8 75	do	
				20..do.....5.....do		8 25	do	
				20..do.....6.....do		7 75	do	
				20..do.....7.....do		7 50	do	
				20..do.....10.....do		6 50	do	
				50 pounds flax twine		25	per pound.	
				50...do..cotton twine		25	do	
July	2	June	30	J. R. Anderson	10,150 pounds round, flat, spike, rod and hoop iron	29	do	
				200 pounds iron rivets		12	do	
July	2	June	30	Crocker Brothers & Co	25,000 pounds bolt copper	21.60	do	Gosport.
				5,850....do..sheathing copper		21	do	
				4,325....do..braziers' copper		23	do	
July	3	June	30	Stephen G. Bogert	300 cords oak wood	4 98	per cord	Brooklyn.
				100 paint brushes		75	each	Pensacola.
				50 scrubbing brushes		25	do	
				24 short-handled tar brushes		25	do	
				12 log slates		1 00	do	
				10 barrels coal tar		3 00	per barrel.	
				25...do..raw tar		3 00	do	
				25...do..pitch		2 00	do	
				1,000 pounds pure white lead, in oil		7	per pound.	
				100....do....chrome green		15	do	
				2 0....do...Spanish whiting		2	do	
				50.....do...lamp black		10	do	
July	5	June	30	Phelps, Dodge & Co	83,650..do...sheathing copper	19.94	do	Brooklyn.
				28,000..do...bolt copper		21.47½	do	
				3,614..do..braziers' copper		23	do	
July	5	June	30	Lewis Timberlake	50 bolts flax canvas, No. 1	11 17	per bolt.	
				150.....do.....2		10 26	do	
				150.....do.....3		9 78	do	
				50.....do.....4		9 14	do	
				100.....do.....5		8 49	do	
				75.....do.....6		7 75	do	
				200.....do.....7		7 28	do	
				50.....do.....8		6 66	do	
				100.....do.....1		11 37	do	Gosport.

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy yard where deliverable.
1851.	1852.					
July 5	June 30	Lewis Timberlake—Continued..	200 bolts flax canvas, No. 2	$10 48	per bolt....	Gosport.
			225.....do.....3	9 96	do	
			125.....do.....6	7 85	do	
			100.....do.....7	7 38	do	
			100.....do.....8	6 66	do	
			20 bolts light ravens duck	7 00	do	
July 5	June 30	Lambert & Lane	6 letter books, 3 quires	75	each.....	Brooklyn.
			36 blank books, 2 quires	30	do	
			36.....do.....1 quire	25	do	
			72 memorandum books, 1 quire	15	do	
			72.....do.....do...leather covers	20	do	
			24 ivory paper folders	25	do	
			6 dozen pint bottles black ink	1 50	per dozen.	
			3..do..4-blade penknives	9 00	do	
			12..do..half-pint bottles black ink	1 00	do	
			1..do.....do.....red ink	1 50	do	
			3 cases mathematical instruments	3 00	each.	
			3 dozen papers ink powder	50	per dozen.	
			6..do..metal inkstands	5 00	do	
			4..do..pieces india rubber..	25	do	
			20 reams cap paper	2 00	per ream.	
			6...do....do.....regulation, ruled	2 50	do	
			15..do..letter paper	2 25	do	
			5...do..buff envelope paper	2 50	do	
			2...do..blotting paper	3 00	do	
			1...do..log paper	5 00	do	
			1...do..folio post	4 00	do	
			24 sheets elephant drawing paper	10	per sheet.	
			1,000 slate pencils	10	per hundred.	
			2 gross Faber's best lead pencils	4 25	per gross.	
			3 boxes water colors	5 00	per box.	

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20 gross Gillott's Eagle pens	1 50	per gross.	
10 ivory pounce boxes and pounce	50	each.	
1 thousand quills	30	per thousand.	
6 wafer seals	25	each.	
4 dozen half-pint papers black sand	37½	per dozen.	
24 sand boxes	12½	each.	
3 slates	12½	do	
24 log slates	75	do	
3 gross red tape	2 00	per gross.	
3 dozen rolls silk taste	1 75	per dozen.	
10 pounds best scarlet sealing wax	37½	per pound.	
4 pounds best scarlet wafers	50	do	
12 dozen memorandum books	1 75	per dozen...	Gosport.
1 dozen 3-quire receipt books	12 00	do	
1 dozen 2-quire blank books	10 50	do	
6 dozen 1-quire blank books	3 00	do	
2 reams monthly returns	4 50	per ream.	
5 reams weekly returns	4 50	do	
12 reams blank registers daily expenditures	4 00	do	
5 pounds India rubber	75	per pound.	
4 dozen pint bottles black ink	1 50	per dozen.	
1 dozen ½-pint bottles red ink	1 50	do	
1 dozen wood inkstands	3 00	do	
1 dozen glass inkstands	75	do	
4 dozen penknives	7 50	do	
2 dozen ivory paper folders	2 50	do	
30 reams best foolscap paper	3 00	per ream.	
10 reams best letter paper	2 25	do	
5 reams best log paper	5 00	do	
2 reams best envelope paper	2 75	do	
20 gross best steel pens	1 00	per gross.	
2 gross black lead pencils	4 00	do	
1 dozen patent rolling rulers	4 50	per dozen.	
3 dozen boxwood sand boxes	2 25	do	
2 dozen double log slates	10 00	do	
2 dozen single log slates	2 00	do	
1 dozen Gunter's scales	5 50	do	
3 dozen ivory pounce boxes and pounce	5 00	do	
12 pounds best red wafers	37½	per pound.	
1 dozen cases mathematical instruments	3 00	per dozen.	

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1851.	1852.				
July 5	June 30	Lambert & Lane—Continued...	1 dozen erasing knives	$3 00 per dozen	Gosport.
			2 dozen account books	12 00 do	
			2,000 slate pencils	1 00 per hundred.	
5	30	Revere Copper Company	44,000 pounds bolt copper	21 per pound	Kittery.
			5,140 pounds sheet copper	23 do	Washington.
7	30	Alexander McVoy	100 pounds 32-ounce sheet zinc	13 do	Pensacola.
			100 cords oak wood	3 00 per cord.	
			100 cords pine wood	3 00 do	
7	30	William Lang	133,000 pounds square, round, and flat iron	2.19 per pound	Kittery.
			1,235 pounds braziers' copper	21½ do	Charlestown.
			8,000 pounds pure dry white lead	6 do	
			500 pounds pure dry red lead	5 do	
			200 pounds litharge	5 do	
			25 pounds chrome yellow	25 do	
			10 pounds Chinese vermillion	50 do	
			10 pounds Prussian blue	25 do	
			300 pounds lampblack	4 do	
			1,000 pounds Paris white	1 do	
			1,000 pounds Spanish whiting	½ do	
			200 gallons spirits of turpentine	40 per gallon.	
			500 gallons raw Dutch linseed oil	75 do	
			75 cords mixed oak wood	6 60 per cord.	
			5,500 pounds milled sheet lead	6 per pound	Brooklyn.
			1,730 pounds lead pipe	7 do	
			500 pounds India tin	17 do	
			25 boxes SDX tin	12 00 per box.	
			35 boxes IC tin	10 00 do	
			3 dozen magazine lens	36 00 per dozen.	
			4 dozen patent deck lights	10 00 do	
			2 dozen lights plate glass	12 00 do	
			3 dozen globle single lanterns	17 50 do	

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200 feet Redford crown glass 7 by 9 and 8 by 10	11	per foot.
200.....do.....do.....9 by 12 and 10 by 12	14	do
200.....do.....do.....10 by 14 and 11 by 15	18	do
200.....do.....do.....11 by 17 and 12 by 12	20	do
300.....do.....do.....12 by 18	18	do
350.....do.....do.....12 by 16, 14 by 20, and 16 by 24	20	do
10 pounds salamoniac	20	per pound.
10 pounds borax	20	do
500 pounds beeswax	25	do
3,000 yards twilled bagging	18	per yard.
2,000 yards bagging for coal bags	18	do
100 10-cylinder bricks	5	each.
100 13.....do	6	do
100 14.....do	6	do
200 16.....do	8	do
100 20.....do	10	do
100 dozen best corn brooms	2 25	per dozen.
50 dozen hickory brooms	1 50	do
25 pieces 18-in. best scarlet bunting	6 25	per piece.
25..do..18.....white....do	6 00	do
15..do..18.....blue.....do	6 00	do
25..do..12.....scarlet....do	4 25	do
25..do..12.....white.....do	4 00	do
15..do..12.....blue.....do	4 25	do
25..do...9.....scarlet....do	3 25	do
25..do...9.....white.....do	3 25	do
15..do...9.....blue.....do	3 25	do
25..do...4½.....scarlet....do	1 75	do
25..do...4½.....white.....do	1 75	do
15..do...4½.....blue.....do	1 75	do
360 yards muslin	10	per yard.
2,000 best sewing needles	1 25	per hundred.
10 pounds crocus mortis	50	per pound.
1,050 $\frac{3}{8}$-inch chain, short link, proof	6	do
6 silver calls	3 50	each.
600 pounds spun cotton	14	per pound.
10 bolts light ravens duck	6 50	per bolt.
5 bolts Russia duck	15 00	do
10,000 1-inch yellow pine deck plugs	2 75	per thousand.

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1851. July 7	1852. June 30	William Lang—Continued.....	10,000 $\frac{7}{8}$-inch yellow pine deck plugs.....	$2 50 per thousand.	Brooklyn.
			3,000 $\frac{3}{4}$.....do.....do.....	2 00 do	
			10 pounds coarse emery.....	16 per pound.	
			10 pounds fine emery.....	16 do	
			250 sheets large middle horn.....	10 per sheet.	
			24 dozen mast hoops, 3,000 inches.....	1½ per inch.	
			3,000 pounds signal halliards.....	12½ per pound.	
			250 fish hooks.....	50 per hundred.	
			20 cork jacket life preservers.....	2 00 each.	
			3 deep sea lines, 1¾ inches.....	1 00 do	
			6.....do.....1½..do.....	75 do	
			12.....do.....1¼..do.....	62 do	
			5 coasting lines, 1 inch, 120 fathoms.....	50 do	
			8.....do.....1..do...100....do.....	42 do	
			12.....do.....1..do....80....do.....	40 do	
			25 hand lead lines, 50 fathoms.....	75 do	
			50 log lines, 80 fathoms.....	75. do	
			2,000 pounds marline.....	10 per pound.	
			2,000 pounds hambroline.....	10 do	
			2,000 pounds houseline.....	10 do	
			250 fishing lines.....	25 each.	
			5 pounds mica.....	3 50 per pound.	
			2,500 sail seaming needles.....	1 00 per hundred.	
			500 roping needles.....	4 00 do	
			150 gallons fish oil.....	50 per gallon.	
			30 gallons neatsfoot oil.....	1 00 do	
			10 gallons Florence oil.....	90 do	
			18 dozen mounted palms.....	1 50 per dozen.	
			3 dozen wood hand-pumps.....	3 00 do	
			25 dozen best C ship scrapers.....	3 50 do	
			1,500 pounds best tallow.....	8 per pound.	

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			50 barrels best pitch	1	95	per barrel.	
			5 barrels best turpentine	3	00	do	
			5 barrels best tar	2	00	do	
			150 pounds thrums		25	per pound.	
			10,000 pounds dry white lead	5	85	per hund'd lbs.	
			200 pounds lampblack	6	75	do	
			5,000 pounds red lead	5	80	do	
			100 pounds French yellow ochre		5	per pound.	
			400 pounds chrome green		28	do	
			10 pounds chrome yellow		35	do	
			5 pounds Chinese vermilion	1	50	do	
			100 pounds Venetian red		5	do	
			5 pounds Chinese blue		75	do	
			500 pounds Spanish brown		1½	do	
			500 pounds Spanish whiting		1	do	
			5 pounds India red		25	do	
			25 pounds rotten stone		12	do	
			5 pounds pummice stone		25	do	
			400 pounds Turkey umber		25	do	
			4,000 gallons pure linseed oil		75	per gallon.	
			500 gallons spirits of turpentine		40	do	
			10 gallons harness varnish	1	50	do	
			5 gallons coach varnish	2	00	do	
			5 gallons copal varnish	1	50	do	
			20 gallons brown Japan varnish		75	do	
			150 pounds patent dryer		12	per pound.	
			5 pounds Prussian blue		33	do	
			100 pounds litharge		6	do	
			6,900 pounds round and square iron		2.40	do.....	Washington.
			84,900 pounds round, square, and flat iron		2.40	do.....	Gosport.
			2,000 pounds plate iron		2.73	do	
			1,625 pounds sheet iron		2.73	do	
			2,200 pounds hoop iron		2.73	do	
			500....do.....do		3	do	
July	5	June 30	William Mason & Son	150 bolts hammock stuff	20	00	per bolt....	Charlestown.
				25 bolts No. 2 cotton canvass	8	40	do.....	Brooklyn.
				50..do..No. 3.....do	8	00	do	
				125..do..No. 4.....do	7	60	do	
				200..do..No. 5.....do	7	20	do	
				60..do..No. 6.....do	6	80	do	

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1851.	1852.				
July 5	June 30	William Mason & Son—Cont'd..	50 bolts No. 7 cotton canvass	$6 40 per bolt	Brooklyn.
			25..do..No. 8.....do	6 00 do	
			25..do..No. 9.....do	5 60 do	
			50..do..No. 10.....do	5 20 do	
			100..do..hammock stuff	20 00 do	
			60..do..bag stuff	15 00 do	
			30..do..cot stuff, 3,000 pounds	20 per pound.	
			150..do..No. 4 cotton canvass	7 60 per bolt	Gosport.
			75..do..No. 5.....do	7 20 do	
			50..do..No. 6.....do	6 80 do	
			150..do..hammock canvass	20 00 do	
			50..do..bag canvass	15 00 do	
7	30	Storer & Stephenson	10,000 pounds sperm candles (short sixes)	38.50 per pound..	Charlestown.
			10 tons Manilla hemp	245 00 per ton.	
			5,000 pounds 6 by 1 inch flat iron	3 per pound...	Brooklyn.
			5,000...do...6 by $\frac{3}{8}$.....do	$\frac{1}{2}$ do	
			5,000...do...5$\frac{1}{2}$ by 1.....do	3 do	
			5,000...do...5$\frac{1}{2}$ by $\frac{7}{8}$.....do	3 do	
			5,000...do...5 by $\frac{7}{8}$.....do	3$\frac{1}{4}$ do	
			5,000...do...5 by $\frac{3}{4}$.....do	3$\frac{1}{4}$ do	
			5,000...do...4$\frac{1}{2}$ by $\frac{3}{4}$.....do	3$\frac{1}{8}$ do	
			5,000...do...4$\frac{1}{2}$ by $\frac{5}{8}$.....do	3$\frac{1}{8}$ do	
			5,000...do...4 by $\frac{3}{4}$.....do	3 1-16 do	
			5,000...do...4 by $\frac{5}{8}$.....do	3 1-16 do	
			5,000...do...3$\frac{1}{2}$ by $\frac{3}{4}$.....do	3 do	
			5,000...do...3$\frac{1}{2}$ by $\frac{5}{8}$.....do	3 do	
			5,000...do...3 by $\frac{5}{8}$.....do	3 do	
			42,000..do...rolled .....do	2$\frac{3}{4}$ do	
			15,000..do...Russia .....do	5 do	
			8,000...do...1$\frac{1}{4}$ inch square iron	2$\frac{1}{2}$ do	
			5,000...do...1$\frac{1}{2}$.....do	3 do	

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5,000	do	1-inch do	2½ do
3,000	do	⅞-inch do	2½ do
5,000	do	4-8-inch do	2½ do
5,000	do	7-16-inch do	3 do
5,000	do	⅜-inch do	3 do
5,000	do	5-16-inch do	3 do
61,000	do	round iron	2¾ do
4,500	do	⅜-inch boiler iron	5 do
3,740	do	5-16-inch do	5 do
936	do	No. 16 Russia sheet iron	14 do
920	do	No. 12 do do	14 do
1,040	do	No. 17 charcoal do	3 do
1,500	do	No. 18 do do	3 do
4,200	do	2-inch hoop iron	2 do
3,000	do	1¾-inch whale hoop iron	2½ do
5,000	do	1½-inch do do	2¾ do
6,000	do	1¼-inch do do	2¾ do
2,000	do	1⅛-inch do do	2¾ do
500	do	1-inch do do	2¾ do
3,000	do	1½-inch merchantable hoop iron	2½ do
2,500	do	1¼-inch do do	2½ do
2,500	do	1⅛-inch do do	2½ do
4,000	do	1-inch do do	2¾ do
1,000	do	⅞-inch do do	2¾ do
500	do	¾-inch do do	3 do
6,000	do	1¼-inch composition sheathing nails	20 do
500	do	¾-inch do do	10 do
200	do	do boat spikes	10 do
2,000	do	flax sewing twine	27 do
1,000	do	cotton do	23 do
20	do	whipping twine	10 do
25	do	seine do	20 do
3,000 gallons pure winter-strained sperm oil			1 17 per gallon.
8,000 pounds pure sperm candles			41½ per pound.
200 sides best quality bellows leather			3 00 per side.
250	do	do rigging do	2 25 do
25	do	do pump do	8 00 do
40	do	do sole do	3 00 do
5	do	do oiled tanned do	1 00 do
5	do	do harness do	2 00 do

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1851. July 7	1852. June 30	Storer & Stephenson—Contin'd.	10 sides best quality buff leather	$1 00 per side.	Brooklyn.
			1...do.....do.....lacing..do.	1 00 do	
			25..do.....do.....sheep skins	1 00 per skin.	
			300 pounds flax sewing twine	50 per pound.	Gosport.
			600...do..cotton...do	27 do	
			200...do...do..whipping twine	25 do	
			200...do..flax seine.....do	35 do	
			30,000 do..pure dry white lead	6 do	
			200...do... .do...litharge	7 do	
			3,000 .do.....do...red lead	8 do	
			1,000 .do.....do...red ochre	1 do	
			700...do.....do...yellow do	2 do	
			500...do.....do...Venetian red	2 do	
			5.....do.....do...Chinese vermillion	1 00 do	
			300...do.....do...chrome green	10 do	
			2,500 .do.....do...lampblack	6 do	
			5,000 .do..Spanish whiting	1 do	
			50....do..chrome yellow	10 do	
			100...do..Turkey umber	1 do	
			15....do..rotten stone	5 do	
			10....do..sugar of lead	10 do	
			5.....do..terra de sienna	10 do	
			4,500 gallons pure flaxseed oil	80 per gallon.	
			15....do...pure sweet oil	50 do	
			200...do...tar oil	40 do	
			300...do...fish oil	40 do	
			500...do...spirits of turpentine	35 do	
			5.....do...spirits of wine	1 00 do	
			100...do...marine lacker	50 do	
			3,000 .do...best winter-strained sperm oil	1 15 do	
			6,000 pounds best sperm candles	44½ per pound.	

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July 8	June 30	George W. Shaw	50 memorandum books, large	25	each.	Charlestown.
			50....do.....do... small	15	do	
			10 blank .....do... 2 quires	56	do	
			10....do.....do... 3..do	70	do	
			2 order.....do... 4..do	1 00	do	
			2 letter.....do... 4..do	1 10	do	
			2 day .....do... 6..do	1 40	do	
			2 requisition.....do... 4..do	1 10	do	
			20 pieces India rubber	2	per piece.	
			60 ½-pint bottles black ink	10	per bottle.	
			10.....do.....red ink	15	do	
			20 inkstands	20	each.	
			1 inkstandish	2 00	do	
			10 penknives	50	do	
			5 reams log paper	7 00	per ream.	
			10.do..foolscap paper	4 00	do	
			10.do..letter ....do	3 00	do	
			5..do..envelope ..do	4 00	do	
			2..do..blotting ...do	1 50	do	
			30 sheets drawing..do	1	per sheet.	
			60 cards steel pens	20	per card.	
			5 parallel rulers	50	each.	
			5 round ...do	15	do	
			5 flat.....do	10	do	
			5 rolling...do	20	do	
			20 dozen slate pencils	2	per dozen.	
			20..do..lead...do	30	do	
			25 camel's hair..do	2	each.	
			3,000 quills	3 00	per M.	
			10 sand boxes	10	each.	
			30 pounds sand	4	per pound.	
			10 double log slates	70	each.	
			10 single...do	10	do	
			2 boxes water colors	3 00	per box.	
			10 pounds wafers	40	per pound.	
			50 papers ink powder	5	each.	
			6 boxes and pounce	20	do	
			4 Gunter's scales	10	do	
			4 wafer seals	15	do	
			75 bolts red tape	3	per bolt.	

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy yard where deliverable.
1851.	1852.					
July 8	June 30	George W. Shaw—Continued..	10 paper folders	$0 30	each.	Charlestown.
			1 box mathematical instruments	4 00	per box.	
			10 pounds sealing wax	1 00	per pound.	
			20 bolts taste	12	per bolt.	
			1,000 pounds best oakum	7	per pound...	Washington.
			10 barrels pitch	2 00	per barrel.	
			5...do...tar	2 00	do	
			100 pounds spelter solder	5	per pound.	
			50....do..refined borax	20	do	
			1,000 .do..pure white lead, in oil	7½	do	
			1,000 .do...do.red lead, dry	6	do	
			700...do..Spanish whiting	1	do	
			400...do....do... brown	1	do	
			300...do..lampblack	7	do	
			100...do..litharge	6	do	
			120 gallons linseed oil, raw	77	per gallon.	
			10....do..best copal varnish	1 70	do	
			100...do..best winter-strained sperm oil	1 28	do	
July 9	June 30	Samuel Locke	50 patent composition bushes, pin hole	1 50	each.....	Pensacola.
			12 ¾-inch brass cocks	1 00	do	
			12 1-inch....do	1 25	do	
			12 oil cans, tin, to hold 3 gallons	50	do	
			24 carpenters' hatchets	75	do	
			3 dozen roping needles	25	per dozen.	
			25 pounds ⅛-inch iron wire	8	per pound.	
			6 monkey wrenches	1 50	each.	
			4,960 pounds sheathing copper	22	per pound.	
			500....do...braziers'...do	26	do	
			1,100..do...bolt.....do	26	do	
			500....do...7-inch composition spikes	20	do	
			600....do.....do.....sheathing nails	19	do	

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			50.....do...2¼-inch copper boat nails	36	do	
			50.....do...composition rivets	25	do	
1850. Dec. 5	1851. Aug. 1	Henry R. Dunham	For work on the engine and boilers of the United States steamer Fulton, at the navy yard, Brooklyn, N. Y.:			
			Iron castings.			
			1. For air pump, rough bored, and its flanges faced	11	per pound.	Brooklyn.
			2. For castings to be made in loam moulds	6	do	
			3. For castings to be made in dry sand moulds	5	do	
			4. For grate bars for boilers	3½	do	
			5. For all castings made in green sand moulds	4½	do	
			Wrought iron.			
			1. For the water wheel and centre shaft cranks	24	do	
			2. For the cylinder and air pump cross-heads	25	do	
			3. For the water wheels complete and in their places	18	do	
			4. For the water wheel and centre shafts accurately turned in the journals, for the seats of the eccentrics, and to be rough-turned the rest of their length	14	do	
			5. For other parts of rough iron required	15	do	
			Wrought steel.			
			For all the necessary steel work	35	do	
			Wrought copper.			
			For all the necessary copper work	38	do	
			Composition of brass.			
			1. For brass castings for the engines	35	do	
			2. For brass castings for the boilers	30	do	

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1850. Dec. 5	1851. Aug. 1	Henry R. Dunham—Continued..	*Building of boilers.*		
			1. For flue	$0 12½ per pound.	Brooklyn.
			For tubular	14½ do	
			2. For the smoke chimney, braces, bands and sheet iron casing for the chimney	16 do	
			3. For the required wrought iron work, including turn buckles and fire tools	18 do	
			Turning and boring.		
			Wrought iron, cast iron, composition of brass, copper, steel	2½ per s. inch.	
			Planing.		
			Wrought iron, cast iron, composition of brass, copper, steel	3 do	
			Pattern making.		
			1. Pattern makers	2 87½ per day.	
			2. For the required lumber	5 per foot.	
			3. For the required mahogany	16 do	
			Fitters.		
			To fit and finish various pieces	2 87½ per day.	
			For erecting engines	3 16 do	

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			Laborers.			
			Required number of laborers	1 72½	do	
			Coal bunkers.			
			For the coal bunkers of puddled plate iron, with the bolts, braces and doors all completely fitted	13	per pound.	
			Copper pipes.			
			Required copper pipes for engines and boilers	46	do	
1851.	1851.					
Nov. 8	Dec. 31	George Gardner & Co.	41 chain cables, weighing 1,094,122 pounds	3	per pound	Washington.
	1852.					
Sept. 30	Dec. 30	John Burford	9,083 cubic feet yellow pine spars	26	per cubic foot	Gosport.
Oct 1	Dec. 30	Bonsal & Brother	8 tons lignumvitæ	109 00	per ton.	
Oct. 1	Dec. 30	Edward H. Herbert	40,000 cubic feet white oak plank stocks	39	per cubic foot	Kittery.
			2,000.....do.....do....butts	50	do	Charlestown.
Oct. 2	Dec. 30	Joseph Temple	21,826 cubic feet yellow pine mast and spar timber	33½	do	Brooklyn.
			200 cubic feet Long Island locust	70	do	
			1 piece African oak, 5 feet long	12 00	per piece.	
			1.....do.....7...do	18 36	do	
Oct. 3	Dec. 30	Samuel B. Grice	30,000 feet, board measurement, No. 2 white pine	27 00	per M feet	Charlestown.
			30,000...1..do.....do.....3	22 00	do	
			3,500 superficial feet black walnut lumber	60 00	do	Washington.
Oct. 3	Dec. 30	S. G. Bogert	550 cubic feet yellow locust	1 30	per cubic foot	Charlestown.
			500....do....white ash butt pieces	40	do	
			17,500 feet elm plank	40 00	per M feet.	
			5,000 feet cypress board	40 00	do	
			1,000 feet cedar board	20 00	do	
			40,000 cubic feet white oak plank stocks	36	per cubic foot	Brooklyn.
			800 white oak knees, 6,000 inches	1.249	per inch.	
			56,039 feet white oak	37 50	per M feet.	
			5,000 feet white oak boards	3½	per foot.	
			17,000 feet white pine plank and boards	3½	do	
			10,800 feet merchantable white pine	2¾	do	
			2,500 feet merchantable Albany piece plank	28	each.	
			2,500.....do.....do.....boards	26	do	

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1851.	1852.				
Oct. 8	Dec. 30	S. G. Bogert—Continued.....	1,000 feet 2-inch white wood plank.....	$0 02½ per foot....	Brooklyn..
			9,000 feet cypress plank and boards.....	3 do	
			1,200 feet cherry plank and boards.....	6 do	
			1,400 feet black walnut plank and boards.....	6 do	
			1,000 feet St. Domingo mahogany.....	15 do	
			2,600 feet yellow pine logs.....	30 do.....	Washington..
			25,000 superficial feet white pine common cullings.....	15 50 per M feet.	
			13,000.....do.....select..do.....	25 00 do	
			6,000 feet 1-inch merchantable white pine.....	35 00 do	
Oct. 4	Dec. 30	R. B. Knight.....	30,000 cubic feet southern yellow pine.....	19½ per cubic foot.	Gosport..
			2,991.....do.....yellow pine beams.....	25 do	
Oct. 4	Dec. 30	Storer & Stephenson.....	3,000 cubic feet first quality white pine timber.....	30 do.....	Brooklyn.
			440 inches white pine mast and spar timber.....	3 00 per inch.	
			50 pieces black spruce spars.....	45 00 per piece.	
			1,000 inches.....do.....	89 per inch.	
Oct. 4	Dec. 30	Frederick A. Southmayd.....	17,200 feet white ash oars.....	4⅝ per foot....	Brooklyn..
			300 rough hickory bars, 12 feet long.....	50 per piece.	
			100.....do .....7.....do.....	30 do	
			400.....do .....6.....do.....	20 do	
Oct. 7	Dec. 30	John West.....	15,000 cubic feet white ash plank stocks.....	20 per cubic foot..	Gosport.
			1,000.....do.....promiscuous timber.....	15 do	
			1,123.....do.....butt cuts.....	45 do	
			6 white oak root knees.....	11 00 per knee.	
			6.....do.....do.....	10 00 do	
			12...do.....do.....	9 00 do	
			6 white oak butt cuts, 14 feet long.....	70 each.	
			6.....do.....10.....do.....	50 do	
			8.....do.....6.....do.....	30 do	
			200 handspikes.....	20 do	
			5 ash logs.....	3 00 per log.	
Oct. 8	Dec. 30	Robert & Samuel Marsh.....	14,500 feet cypress plank and boards.....	25 00 per M.	

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Oct. 8	Dec. 30	William Simmons	4,750 feet mahogany	80 00	do	
			7,500 feet Susquehanna black walnut	75 00	do	
			1,000 feet cherry boards	75 00	do	
Oct. 8	Dec. 30	James Bigler	64,700 feet white ash plank boards	29 50	do	
			4,500 feet of elm	30 00	do	
			5,000 feet white pine plank stocks		25 per cubic foot.	
			224,200 ....do.... boards	38 00	per M.	
			30,000 ....do.... do.. second quality	27 00	do	
Oct. 9	Dec. 30	Samuel P. Brown	25,000 feet southern yellow pine plank stocks		31½ per cubic foot.	Kittery.
			30,000 feet white pine plank	24 00	per M.	
			30,000 feet southern yellow pine plank stocks		29½ per cubic foot.	Charlestown.
			3,000 ....do.... do.... promiscuous timber		34½ do	
			50 black spruce spars, 45 feet long	6 00	each.	
			50 ....do.... 42 ....do	3 25	do	
			1,499 inches black spruce		20 per inch....	Gosport.
			6 piece sticks black spruce, 65 feet long	20 00	per piece.	
			8 ....do.... 55 ....do	15 00	do	
			15 ....do.... 50 ....do	8 00	do	
			100 spruce poles		20 each.	
Oct. 9	Dec. 30	William A. Gunnell	27 tons lignumvitæ	43 40	per ton....	Brooklyn.
Oct. 31	Dec. 30	Alexander McVoy	10,000 feet juniper timber	24 50	per M.....	Pensacola.
Nov. 4	Dec. 30	Chester P. Knapp	1,000 white oak staves	50 00	do	
		A. Mehaffey	For repairing and refitting the engines, and for furnishing new iron boilers, a new cast iron screw propeller, and work on hull of the U. S. steamer Allegheny, at the navy yard, Gosport, Va., viz:			
			Iron castings, except the screw propeller. (*Prices to be given per pound of finished metal.*)			
			1. For castings in loam moulds		6 per pound.	Gosport.
			2. For castings in dry sand moulds		5¼ do	
			3. For two sets grate bars for boilers, cast in green sand and closed flasks		3½ do	
			4. For castings made in green sand moulds		4½ do	
			5. For air pumps rough bored, and flanges faced		11 do	

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy-yard where deliverable.
			Wrought iron.			
		A. Mehaffey—Continued.....	1. For the propeller main and centre shafts accurately turned in the journals for the seats of the eccentrics, and to be rough turned the rest of their lengths.....	$0 18	per pound.	Gosport.
			2. For the main and centre shaft cranks when bored, rough planed, turned and cold hammered.....	30	do	
			3. For cylinder and air pump cross-heads, bored and turned.....	30	do	
			4. For other parts of wrought iron.....	18	do	
			Wrought steel.			
			For all the necessary steel work.....	35	do	
			Wrought copper.			
			For the necessary copper work.....	38	do	
			Composition of brass.			
			1. For brass castings, including the lining of Babbitt's metal for engine.....	35	do	
			2. For brass castings for boilers.....	30	do	
			Building of boilers.			
			1. Building boilers and placing them on board.....	18	do	
			2. For smoke chimney braces, bands, and sheet-iron casing for chimney, fitted in their places.....	16	do	
			3. For wrought iron work, turn-buckles and fire tools...	18	do	

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Turning and boring. (*Prices per square inch of finished metal.*)		
For the necessary turning and boring, with the exception of such pieces as herein specified to be furnished for a certain price per pound in a finished state.		
Wrought iron, cast iron, composition of brass, copper and steel	2¾	do
For planing	3¼	square inch.
Pattern making.		
1. For pattern-mskers, including use of tools, &c	3 16	per day.
2. Required soft lumber	5	per foot.
3. Required mahogany	16	do
Fitters.		
To fit and finish various pieces	3 16	per day.
To erect engines on board	3 40	do
Laborers	1 80	do
Coal bunkers. (*Prices per pound of finished metal.*)		
Coal bunkers of puddled plate iron with bolt braces and doors, completely fitted and in their places	15	per pound.
Copper pipes. (*Price per pound of finished metal.*)		
Copper pipes for engines and boilers	46	do
[Extra pieces, same price as for other similar work.]		
Screw propeller. (*Per pound of finished metal.*)		
Ordnance cast iron, including boring of hubs	12½	do

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
			Hull of vessel. (*Per pound of finished metal.*)		
			For boiler plate, iron frames, rivet bolts, and wrought iron work to repair hull	$ 016 per pound.	Gosport.
			Drilling iron ribs, and that necessary for fastening the propeller stern bearing or shaft	3 square inch.	
			For boiler-makers employed in cutting out parts of the said hull	2 90 per day.	
1851. July 25.	.....	Murray & Hazlehurst.....	For repairing and erecting the engines, and for furnishing three new iron boilers, and new screw propeller, for U. S. steamer Princeton, at the navy-yard, Charlestown, Mass., viz:		
			Iron castings. (*Prices per pound of finished metal.*)		
			1. For castings made in loam moulds	6 per pound.	Charlestown.
			2. For castings made in dry sand moulds	4½ do	
			3. For two sets grate bars for boilers, cast in green sand and close flasks	3 do	
			4. For castings made in green sand moulds	3¼ do	
			Wrought iron. (*Price per pound of finished metal.*)		
			For required parts of wrought iron	15 do	
			Wrought steel. (*Price per pound of finished metal.*)		
			For necessary steel work	30 do	

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Wrought copper. (*Price per pound of finished metal.*)		
For all the necessary copper work	35	do
Composition of brass. (*Price per pound of finished metal.*)		
For necessary brass castings, except propeller	35	do
For screw propeller	44	do
Allowance for old propeller of Princeton	15	do
Boilers. (*Price per pound of finished metal.*)		
For boiler plate	6	do
For boiler plates, stay bolts, screw bolts, rivets, angle-iron, crow feet, &c	5½	do
Wrought iron work, turn-buckles and fire tools	12½	do
Allowance for old boilers of Princeton	$2,500	
Turning and boring (*Price per square inch of finished metal.*)		
For the necessary turning and boring, with the exception of such pieces as are herein specified to be furnished for a certain price per pound in a finished state.		
Wrought iron, cast iron, composition of brass, copper, and steel	2¾	square inch.
Planing. (*Prices per square inch of finished metal.*)		
For the necessary planing, except such pieces as are herein specified to be furnished for a certain price per pound in a finished state.		
Wrought iron, cast iron, composition of brass, copper and steel	3	do

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List of contracts—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Navy-yard where deliverable.
			Pattern making.			
1851. July 23.		Murray & Hazelhurst—Continued.	Pattern-makers, use of tools, turning screws, nails, varnish, plates	$2 45	per day.	
			Required soft lumber	4	per foot.	
			Required soft mahogany	18	do	
			Fitters.			
			To fit, finish and erect engines	2 45	per day.	
			Boiler-makers.			
			To make boilers	2 66	do	
			Laborers	1 25	do	
			Coal bunkers. (Price per pound of finished metal.)			
			Coal bunkers of puddled plate iron, with bolts, braces, and doors fitted in their places	15	per pound.	
			Copper pipes. (Price per pound of finished metal.)			
			Copper pipes required for engines and boilers	45	do	
			[Extra pieces as for other similar work.]			

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ABSTRACT OF OFFERS

MADE

TO FURNISH NAVAL SUPPLIES

COMING UNDER THE COGNIZANCE OF THE

BUREAU OF CONSTRUCTION, EQUIPMENT AND REPAIR,

EXHIBITING

In scales from No. 1 to No. 10, inclusive, as well those which were accepted as those which were rejected, between the 14th of November, 1850, (date of the last report,) and the 14th of November, 1851, reported in obedience to act of Congress of the 3d of March, 1843.

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No. 1.

Scale of offers to furnish naval supplies during the fiscal year ending 30th June, 1852, at Kittery, and Charlestown, Massachusetts, under advertisement of 9th of May. Offers received to fifth June, 1851..

	BIDDERS.	KITTERY.		CHARLESTOWN, MASS.									PAINTS.	
		Class 1.	Class 2.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.	Class 9.		
		Iron.	Copper.	Brazier's copper.	Hardware.	Hammock stuff.	Ship chandlery.	Paints and oils.	Sperm candles.	Manilla hemp.	Stationery.	Oak wood.	Lead.	Zinc.
		Aggregate.											Per pound.	
													Cts.	*Cts.*
1	Daniel S. Grice	.....	$11,330	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	George W. Shaw	$4655 00	10,560	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Crocker Brothers & Co	.....	9,416	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Phelps, Dodge & Co	.....	9,680	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Joseph Jackson & Son	3,990 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Gay & Stratton	3,158 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	George Gardner & Co	3,325 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Henry N. Hooper & Co	.....	10,010	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Spalding & Parrott	3,283 44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Pembrooke Iron Company	3,724 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Francis Church	.....	11,330	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Uriah Hendricks	.....	9,592	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Ballard, Chadborn & Co	3,644 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Revere Copper Company	.....	9,240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	George Adams	3,378 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	William Lang	2,912 70	9,460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	J. R. Anderson	3,325 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	William Mason & Son	.....	.....	.....	.....	$3,000 00	.....	.....	.....	.....	.....	.....	.....	.....
19	George W. Shaw	.....	.....	.....	.....	.....	.....	.....	$3,875	.....	.....	.....	.....	.....

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20	G. Gay, agent, &c													11¼
21	Daniel S. Grice							(†)					6¼	
22	Do								4,050					
23	Crocker, Brothers & Co		$282 20											
24	Robert Todd											$525		
25	H. S. McCombe						(*)							
26	D. & A. Kingsland & Co								4,000					
27	John H. Pearson				3,606 00									
28	John A. Higgins		432 25	$650 15										
29	Do				5,250 00	$2,573 55								
30	Do						$1,332 50	4,600	$2,980			8		
31	Revere Copper Company		277 87											
32	Nathan Merrill									$309 72				
33	Fox & Polhemus				3,300 00									
34	John Marsh									271 43				
35	William C. Hooper				3,450 00									
36	Henshaw & Prescott						1,058 37						5⅞	
37	William Lang		265 53	524 25	3,750 00	1,740 98	1,010 75	4,000	2,460		495	6		
38	George Adams					1,887 28								
39	Lawrence Grinnell							4,000						
40	George W. Shaw		321 10		4,050 00		1,065 00		2,460	269 40			6¼	
41	Storer & Stephenson				3,667 50			3,850	2,450					
42	Kennedy & Hill						1,072 75					6		
43	Horton, Hall & Co								2,456					
44	Do							4,100						
45	Do					1,555 35								
46	Do		286 11											
47	Do				3,712 50									
48	Do			358 30										
49	Do													10

* Informal—Offers for part of class No. 4. † Informal—Class No. 5—3,000 instead of 8,000 pounds white lead.

Accepted, 13th June, 1851.—For Kittery, Maine—Offer No. 16, of William Lang, for class 1; No. 14, of Revere Copper Company, for class 2. For Charlestown, Mass.—Offer No. 37, of William Lang, for class 1; No. 48, of Horton, Hall & Co., for class 2; No. 18, of William Mason & Son, for class 3; No. 45, of Horton, Hall & Co., for class 4; No. 37, of William Lang, for class 5; No. 41, of Storer & Stephenson, for class 6; No. 41, of Storer & Stephenson, for class 7; No. 40, of George W. Shaw, for class 8; No. 37, of William Lang, for class 9.

Offers opened the 6th, 7th and 8th of June, 1851, in presence of

C. W. SKINNER,
P. C. JOHNSON,
J. H. REILY.

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No. 2.

Scale of offers to furnish naval supplies during the fiscal year ending June 30, 1852, at Brooklyn, New York, under advertisement May 9. Offers received to June 5, 1851.

	Bidders.	Class 1. Iron.	Class 2. Copper.	Class 3. Hardware.	Class 4. Lead and tin.	Class 5. Comp. nails.	Class 6. Glass.	Class 7. Flax canvass.	Class 8. Cotton canvass.	Class 9. Hammock and bag stuff.
		Aggregate.								
1	John Travers							$8,275 00	$6,217 50	$3,990 00
2	Grant & Barton							7,625 00		
3	Do							8,375 00		
4	D. & A. Kingsland & Co									
5	Breese & Elliott	$8,592 52								
6	J. R. Anderson	Informal.								
7	Geo. Gardner & Co	8,301 81								
8	Williams & Hinman									
9	Kennedy & Hill						$600 00			
10	Lawrence Grinnell									
11	T. Wicks Blackford				$1,292 07					
12	Jno. K. Graham									
13	J. N. Luckey									
14	Alfred E. Smith									
15	Wm. B. Scott				1,230 05					
16	Jno. K. Graham						528 00			
17	Jno. W. Pearson								5,087 25	3,885 00
18	L. Timberlake							7,240 75		
19	Do								4,835 50	3,790 00
20	George Adams	8,836 70			1,302 00	$1,444 00				

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21	William Lang	8,504 71	$25,358 08	$4,261 50	1,186 10	1,273 00	474 50			4,580 00
22	Wetherell & Brother									
23	W. Kennedy, president, &c								5,519 00	
24	Phelps, Dodge, & Co		23,524 08							
25	Uriah Hendricks		24,338 12							
26	Ch. L. Ondersluys	10,894 85								
27	Fox & Pelhemus								4,768 75	3,640 00
28	Geo. R. Rickets					1,370 13				
29	H. S. M'Combe									
30	Gorham, Bassett, & Co									
31	Storer & Stephenson	8,207 04		4,714 84	1,397 45	1,270 00	643 00	7,361 00	4,917 50	3,840 00
32	George W. Shaw									
33	Daniel S. Grice		25,470 00							
34	Do									
35	William N. Clem			4,202 02	Informal.					
36	Ballard, Chadburn, & Co	11,300 84								
37	John Revere, agent, &c		24,109 33							
38	S. G. Bogert				1,289 17	1,307 50				
39	Aaron A. Depeau					1,372 50				
40	Lambert & Lane									
41	William E. Hooper								5,134 80	3,670 00
42	Francis Church		26,185 44							
43	John A. Higgins		31,545 84		1,201 10	2,029 00				
44	Do			6,942 74						
45	Do						642 00	10,225 00	6,567 50	6,200 00
46	Do									
47	William Mason & Son								4,278 00	3,500 00
48	George W. Shaw									
49	G. Gay, agent									

Offers.—No. 6, offers for part of class No. 1; No. 35, offers for part of class No. 4.

Accepted the 13th of June, 1851.—No. 31, of Storer & Stephenson, for class No. 1; No. 24, of Phelps, Dodge, & Co., for class No. 2; No. 35, of Wm. N. Clem, for class No. 3; No. 21, of Wm. Lang, for class No. 4; No. 31, of Storer & Stephenson, for class No. 5; No. 21, of Wm. Lang, for class No. 6; No. 18, of Lewis Timberlake, for class No. 7; No. 47, of Wm. Mason & Son, for class No. 8; No. 47, of Wm. Mason & Son, for class No. 9.

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No. 2—*Scale of offers*—Continued.

	Bidders.	Class 10. Twine.	Class 11. Ship chandlery.	Class 12. Paints and oil.	Class 13. Sperm oil and candles.	Class 14. Stationery.	Class 15. Firewood.	Class 16. Leather.	Class 17. Brushes.	Paints. Lead.	Paints. Zinc.
		Aggregate.								Cents per pound.	
1	John Travers										
2	Grant & Barton										
3	Do										
4	D. & A. Kingsland & Co				$6,900 00						
5	Breese & Elliott										
6	J. R. Anderson										
7	George Gardner & Co										
8	Williams & Hinman							$1,589 75			
9	Kennedy & Hill			$4,467 85					$630 82	5.85	9½
10	Lawrence Grinnell				7,100 00						
11	T. Wicks Blackford										
12	John K. Graham								645 00		
13	J. N. Luckey			4,522 62	6,950 00					5⅝	
14	Alfred E. Smith			4,670 00							
15	William B. Scott										
16	John K. Graham										
17	John W. Pearson										
18	L. Timberlake										
19	Do										
20	George Adams										
21	William Lang	$781 70	$4,598 30	4,326 40	7,160 00		$2,400 00	1,887 50	987 50	5.85	9
22	Wetherell & Brother			4,581 50						6	10

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23	W. Kennedy, president, &c.	Informal.									
24	Phelps, Dodge, & Co.										
25	Uriah Hendricks										
26	Ch. L. Onderaluys										
27	Kox & Polhemus										
28	Geo. R. Ricketts										
29	H. S. M'Combe							1,550 25			
30	Gorham, Bassett, & Co.		6,160 71	4,550 95					580 25		
31	Storer & Stephenson	777 00	6,034 40	4,504 35	6,830 00			1,533 50	695 00	6½	10
32	George W. Shaw			4,488 20						7	
33	Daniel S. Grice			4,536 30	7,400 00					6¼	
34	Do.								568 87		
35	William N. Clem										
36	Ballard, Chadburn, & Co.										
37	John Revere, agent, &c.										
38	S. G. Bogert						1,491 00	1,557 50			
39	Aaron A. Depeau										
40	Lambert & Lane					$369 02					
41	William E. Hooper										
42	Francis Church										
43	John A. Higgins										
44	Do.										
45	Do.	1,015 75									
46	Do.			5,478 75	7,880 00		2,700 00	2,540 50	1,057 00	8	
47	William Mason & Son	Informal.	Informal.								
48	George W. Shaw				6,842 50						
49	G. Gay, agent										11¼

NOTE.—An offer from Bowne & Co., of New York, for class No. 14, was received after the expiration of the time limited, viz: at thirty minutes after 9 o'clock a. m. of the 6th June.

Offers.—No. 23, offers for part of class No. 10; No. 47, offers for part of classes Nos. 10 and 11.

Accepted the 13th of June, 1851.—No. 31, of Storer & Stephenson, for class No. 10; No. 21, of Wm. Lang, for class No. 11; No. 21, of Wm. Lang, for class No. 12; No. 31, of Storer & Stephenson, for class No. 13; No. 40, of Lambert & Lane, for class No. 14; No. 38, of S. G. Bogert, for class No. 15; No. 31, of Storer & Stephenson, for class No. 16; No. 34, of Dan. S. Grice, for class No. 17.

The offers were opened the 6th, 7th, and 8th of June, 1851, in the presence of—

CH. WM. SKINNER,
P. C. JOHNSON,
J. H. REILY.

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No. 3.

Scale of offers to furnish naval supplies during the fiscal year ending 30th of June, 1852, at the Washington yard, under advertisement of 9th of May. Offers received to 5th of June, 1851.

	BIDDERS.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	PAINTS.	
		Round and square iron.	Pig iron.	Copper.	Hardware.	Lead and tin.	Ship chandlery.	Paints.	Zinc.	Lead.
		Aggregate.							Per pound.	Per pound.
									Cents.	*Cents.*
1	Jno. A. Higgins			$1,644 80	$820 60	$4,476 50	$150 00	$481 00		8
2	Hollingsworth & Co.			1,233 60						
3	Crocker, Brothers & Co.			1,183 20						
4	Henry Keller		$1,300 00							
5	William Lang	$165 60	1,400 00					479 00	11	7
6	Tompkins & Gwynn	272 62								
7	J. R. Anderson	179 40								
8	S. G. Bogert	241 50		1,285 00	512 50	4,289 50	120 00	432 50		7
9	Bonsal & Brother	188 37	1,169 50	1,336 40	311 00	4,177 00	137 50	459 50	10	7½
10	William B. Scott					4,697 75				
11	George Adams	189 75	1,226 00			4,462 75	182 50			
12	Alfred E. Smith	293 25	1,250 00	1,336 40	407 90	4,499 00	137 50	449 90		7½
13	Storer & Stephenson					4,234 00	140 00	425 00		7½
14	Addison Conway							457 00		7½
15	Charles L. Ondersluys	208 85	1,187 00							
16	Ballard, Chadburn & Co.	186 30								
17	Kennedy & Hill							453 50	13	8
18	Wetherell & Brother							428 65	12	7
19	Revere Copper Co.			1,182 20						
20	George W. Shaw	248 40	1,330 00				115 00	410 40		7½

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21	George Gardner & Co.....	189 75	.....	.....	.....	.....	.....	436 20	.....	7½
22	Francis L. Walch.....	.....	.....	.....	.....	.....	.....	.....	11½	.....
23	G. Gay, agent.....	.....	.....	.....	.....	.....	.....	469 50	.....	7½
24	O. Whittlesey.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NOTE.—An offer from Plume & Co. for class No. 6, was received after the expiration of the time limited, (half past 12 o'clock of the 6th of June.)

The offers were opened the 6th, 7th and 8th of June, 1851, in presence of

CH. W. SKINNER,
P. C. JOHNSON,
J. H. REILY.

Accepted, 13th June, 1851.—Offer No. 5, of William Lang, for class 1; No. 9, of Bonsal & Brother, for class 2; No. 19, of Revere Copper Company, (being American manufacture,) for class 3; No. 9, of Bonsal & Brother, for classes 4 and 5; No. 20, of George W. Shaw, for classes 6 and 7.

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No. 4.

Scale of offers to furnish naval supplies during the fiscal year ending 30th June, 1852, at the navy yard, Gosport, Va., under advertisement of 9th May. Offers received to 5th June, 1851.

	BIDDERS.	Class 1. Iron.	Class 2. Copper.	Class 3. Hardware.	Class 4. Lead and tin.	Class 5. Composit'n sheathing nails.	Class 6. Glass.	Class 7. Flax canvas.	Class 8. Cotton canvas.	Class 9. Flax and cotton twine.
		Aggregate.								
1	Gilbert Robertson									
2	Grant & Barton							$9,446 25		
3	John Travers							9,611 25	$7,531 25	
4	Grant & Barton							8,777 00		
5	L. Timberlake								6,670 00	
6	John K. Graham						$72 00			
7	John N. Luckey									
8	John H. Pearson								6,887 50	
9	Crocker, Brothers & Co		$7,623 25							
10	Daniel S. Grice		8,750 25			$3,396 00				
11	W. Kennedy, President, &c								Informal.	Informal.
12	Kennedy & Hill						84 00			
13	Hollingsworth & Co		8,045 75							
14	D. & A. Kingsland									
15	George W. Shaw		8,335 81						8,637 50	
16	J. R. Anderson	$2,364 75								
17	Ballard, Chadburn & Co	2,595 38¾								
18	Lawrence Grinnell									
19	Bonsal & Brother	2,258 97		$3,447 90	$1,646 25	2,680 01	65 52			
20	S. G. Bogert				1,810 00	2,830 00	190 00			
21	George Gardner & Co	2,398 25								
22	George R. A. Ricketts					2,893 67				
23	Henry N. Hooper & Co					3,113 00				

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24	Aaron W. Depeau					2,830 00				
25	Charles L. Ondersluys	2,864 65								
26	Bluford & Co.									
27	William E. Hooper								6,623 00	
28	Gilbert Robertson									
29	Joseph Jackson & Son	2,779 25								
30	E. B. Tabb & Co.			4,080 61	1,868 50	2,830 00				
31	C. Hall & Co.									
32	Francis Church					2,936 12				
33	Lambert & Lane									
34	Wetherell & Brother						72 00			
35	Vickery & Griffith									
36	Henry Hendricks		7,635 51							
37	John Revere, agent, &c.		7,680 00							
38	T. W. Blachford				1,725 00					
39	R. C. Barclay									
40	Fox & Polhemus								6,400 00	
41	Phelps, Dodge & Co.		7,986 50							
42	H. S. McComb									
43	Storer & Stephenson					2,762 50		8,113 75	7,107 50	432 00
44	William Lang	2,211 62								
45	George Adams	2,564 00			1,701 75	3,053 00				
46	John A. Higgins		10,008 00							
47	Do			5,672 65						
48	Do				1,818 25					
49	Do					3,965 00	96 00	11,275 00	9,825 00	
50	Do									440 00
51	Do									
52	Do									
53	L. Timberlake							7,999 25		
54	William B. Scott				1,844 25					
55	W. Mason & Son								5,770 00	Informal.
56	George W. Shaw									
57	G. Gay, agent									

Offers.—No. 11 offers for part of classes 8 and 9; No. 55 offers for part of class 9.

Accepted 13th June, 1851.—**Offer No. 44, of William Lang, for class 1; No. 9, of Crocker, Brothers & Co., for class 2; No. 19, of Bonsal & Brother, for classes 3, 4, 5 and 6; No. 53, of L. Timberlake, for class 7; No. 55, of William Mason & Son, for class 8; No. 43, of Storer & Stephenson, for class 9.**

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No. 4—Continued.

	BIDDERS.	Class 10. Ship chandlery.	Class 11. Paints and oils.	Class 12. Sperm oil and candles.	Class 13. Leather.	Class 14. Dry goods.	Class 15. Stationery.	Class 16. Brass.	Class 17. Fire wood.	PAINTS. Lead.	PAINTS. Zinc.
		Aggregate.								Cents per pound.	
1	Gilbert Robertson			$7,080							
2	Grantt & Barton										
3	John Travers										
4	Grantt & Barton										
5	L. Timberlake										
6	John K. Graham										
7	John N. Luckey		$10,221 88	6,270						6	
8	John H. Pearson										
9	Crocker, Brothers & Co										
10	Daniel S. Grice		6,641 25	7,410						6½	
11	W. Kennedy, President, &c										
12	Kennedy & Hill		6,481 75							5.90	9½
13	Hollingsworth & Co										
14	D. & A. Kingsland			6,300							
15	George W. Shaw		6,413 00							6.20	
16	J. R. Anderson										
17	Ballard, Chadburn & Co										
18	Lawrence Grinnell			6,800							
19	Bonsal & Brother	$1,073 00	6,487 00	6,450	$1,782 00	$228 50		$94 52		6	10
20	S. G. Bogert										
21	George Gardner & Co										
22	George R. A. Ricketts										
23	Henry N. Hooper & Co										
24	Aaron W. Depean										
25	Charles L. Ondersluys										
26	Binford & Co				2,437 00				$300		
27	William E. Hooper										
28	Gilbert Robertson		Informal.								

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29	Joseph Jackson & Son										
30	E. P. Tabb & Co										
31	C. Hall & Co						$532 50				
32	Francis Church										
33	Lambert & Lane						487 25				
34	Wetherell & Brother		6,670 03							6	10
35	Vickery & Griffith						521 27				
36	Henry Hendricks										
37	John Revere, agent, &c										
38	T. W. Blachford										
39	R. C. Barclay						502 80				
40	Fox & Pelhemus										
41	Phelps, Dodge & Co										
42	H. S. McComb				2,108 84						
43	Storer & Stephenson		6,868 75	6,120						6	10
44	William Lang		Informal.	6,830						6½	
45	George Adams										
46	John A. Higgins										
47	Do										
48	Do										
49	Do										
50	Do	1,251 50	7,074 50							7½	
51	Do			6,900	2,508 60	284 50					
52	Do							170 00	475		
53	L. Timberlake										
54	William B. Scott										
55	W. Mason & Son										
56	George W. Shaw			6,135							
57	G. Gay, agent										11½

Note.—An offer (not signed, but, from the guaranty accompanying it, appears to be from Bown & Co., of New York) for class No. 15, was received after the expiration of the time limited, viz: half-past nine o'clock a. m. of the 6th June.

Offers.—No. 28 offers for part of class 11; No. 44 offers for part of class 11.

Accepted, 18th June, 1851.—Offer No. 19, of Bonsal & Brother, for classes 10, 13, 14 and 16; No. 46, of Storer & Stephenson, for classes 11 and 12; No. 33, of Lambert & Lane, for class 15; No. 26, of Binford & Co., for class 17.

The offers were opened the 6th, 7th and 8th of June, 1851, in presence of

CH. WM. SKINNER,
P. C. JOHNSON,
J. H. REILY.

Doc. No. 2.

139

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No. 5.

Scale of offers to furnish chain-cable iron at the navy yard at Washington; offers received to [redacted]th February, under advertisement, by J. H. Lathrop, navy agent, of 23d January, 1851, by authority of the bureau. Probable aggregate weight required, 1,094,122 pounds. One-third by June 1, 1851; one-third by October 1, 1851; one-third by December 31, 1851.

	Bidders.	Quantity offered.	Rate per pound.	Aggregate amount of offers.	Remarks.
		Pounds.	*Cents.*		
1	George Gardner & Co., Massachusetts....	1,094,122	3	$32,823 66	
2	Horatio Ames, Connecticut.....	1,092,122	6	61,927 32	Informal—wrong quantity and aggregate.
3	Coleman, Kelton & Campbell, Penn'a....	1,094,122	4½	49,235 49	
4	Allen Penfield, New York.....	1,092,122	5	54,606 10	Informal—wrong quantity.
5	J. H. Stickney, Maryland.....	1,094,122	3.333	36,467 08	
6	J. & L. Tuckerman, New York	1,094,122	3.66	40,044 86	
7	John F. Winslow, New York	1,092,122	4.49	49,036 27	Informal—wrong quantity.
8	Brink & Durbin, Maryland.....	1,094,122	3.33	36,434 26	
9	J. K. Anderson, Virginia.....	1,094,122	3⅝	39,661 92	
10	John P. Verra, Pennsylvania.....	1,094,122	4.7	51,423 73	
11	Moses Thompson, Pennsylvania	1,094,122	4.1	44,859 22	

Monday, at half-past two o'clock p. m. of the 24th of February, 1851, the above eleven offers were opened by us.

J. H. LATHROP, *Navy Agent.*
THEO. KANE,
P. C. JOHNSON,
J. H. REILY.

The offer No. 1, of George Gardner & Co., being the lowest, is therefore accepted.

J. H. LATHROP, *Navy Agent.*

NAVY AGENT'S OFFICE, *Washington, February* 24, 1851.

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No. 6.—*Scale of offers to furnish naval supplies during the fiscal year ending 30th of June, 1852, at the navy yard at Pensacola, under advertisement of 9th May. Offers received to 5th of June, 1851.*

	BIDDERS.	Class 1. Hardware.	Class 2. Ship chandlery.	Class 3. Cotton canvass.	Class 4. Paints.	Class 5. Zinc.	Class 6. Copper.	Class 7. Iron.	Class 8. Oak and pine wood.	PAINTS. Lead.	PAINTS. Zinc.
		Aggregate.								Cts. per lb.	Cts. per lb.
1	W. Kennedy, *Pres't, &c*			Informal.							
2	Jesse Prichet								649 00		
3	William Lang							328 31			
4	John A. Higgins	238 50	350 75	1,790 00	161 00	35 00	2,241 30			10	
5	J. R. Anderson							318 35			
6	L. Timberlake			1,282 25							
7	John H. Pearson			1,295 00							
8	Alexander McVoy		371 00	2,025 00	875 00	13 00	1,806 10		600 00	8	
9	S. G. Bogert		260 50		94 00	20 00	1,811 50	397 75		7	
10	Albert D. Avery		353 00	3,190 00	155 50	20 00	2,040 69	564 37		10	
11	Storer & Stephenson			1,257 50	112 00					8	12
12	Samuel Locke	137 75	298 00		112 50		1,751 70	424 13		7¼	
13	Francis Church						1,816 40				
14	Daniel S. Price				112 00		1,883 70			6¾	
15	George R. A. Ricketts						Informal.				
16	Kennedy & Hill				148 00					10	13½
17	Wetherell & Brother				109 50					7¼	12
18	Fox & Polhemus			1,266 25							
19	George Gardner & Co							395 25			
20	W. E. Hooper			1,467 00							
21	G. Gay, agent										10¼
22	W. Mason & Son			Informal.							

Offer No. 1, offers for part of class No. 3; No. 15, has wrong extensions; No. 22, offers for part of class No. 3.
The offers were opened the 6th, 7th and 8th of June, 1851, in presence of

C. W. SKINNER,
P. C. JOHNSON,
J. H. REILY.

Accepted, 13th June, 1851.—Offer No 12, of Samuel Locke, for class 1; No. 9, of S. G. Bogert, for class 2; No. 18, of Fox & Polhemus, for class 3; No. 9, of S. G. Bogert, for class 4; No 8, of Alexander M'Voy, for class 5; No. 12, of Samuel Locke, for class 6; No. 5, of J. R. Anderson, for class 7; No. 8, of Alexander M'Voy, for class 8.

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No. 7.

Scale of offers to furnish timber at the navy yards at Kittery and Charlestown, under advertisement 13th of August, 1851. One-fourth by 1st of July, one-fourth by 1st of September, one-fourth by 1st of November, and the residue by 30th of December, 1852. Offers received to 15th of September, 1851.

	BIDDERS.	KITTERY, MAINE.			CHARLESTOWN, MASS.				
		Class 1.	Class 2.	Class 3.	Class 1.	Class 2.	Class 3.	Class 4.	Class 5.
		White oak.	Yellow pine.	White pine.	White oak butts.	White pine.	Yellow pine.	Locust, ash, cypress, elm and cedar.	Black spruce spars.
		Aggregate.							
1	Samuel P. Brown		$7,875 00	$720					
2	William White	$17,600							
3	Samuel B. Grice		8,000 00						
4	A. L. Allen	22,600							
5	Samuel Adams			1,035					
6	James Pickering			900					
7	John Petty	17,800							
8	William Simmons	20,000	12,500 00						
9	Alexander McVoy		17,500 00						
10	Sylvester Munford		8,750 00						
11	Charles Davis		9,250 00						
12	Jos. Grice	24,000	9,000 00	1,050					
13	George Chesley			750					
14	John Loud		7,937 50						
15	George Schnable			840		$1,620			
16	Thomas Darling	Informal.	Informal.	Informal.					

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17	John Burford						$11,880 00		
18	Harrison & Blanchford		8,750 00						
19	Do						9,900 00		
20	S. G. Bogert	18,000	8,750 00						
21	Do				$1,600		11,550 00	$1,835 00	
22	Storer & Stephenson	19,600	11,250 00	750					
23	Do				1,200	1,800	14,700 00	2,010 00	$1,500 00
24	Thomas Darling				1,000	Informal.	Informal.	Informal.	1,000 00
25	John Loud						10,807 50		
26	Samuel P. Brown								462 50
27	Horton, Hall & Co							2,382 50	
28	Do								500 00
29	Joseph Grice				3,000	2,550	10,800 00	3,287 50	2,500 00
30	Sylvester Munford						11,250 00		
31	Horton, Hall & Co					1,785			
32	Robert Todd					1,740			
33	Horton, Hall & Co				1,400				
34	John C. Chapman						10,620 00		
35	Samuel B. Grice					1,470	10,290 00		
36	Ed. H. Herbert	15,600	9,250 00		1,000		12,200 00		
37	Samuel P. Brown						9,885 00		
38	William Simmons				1,000		11,000 00		
39	Jos. Wescott								487 50

Offers opened the 16th and 17th of September, 1851, in presence of

C. W. SKINNER,
P. C. JOHNSON,
J. H. REILY.

Offers Nos. 16 and 24, of Thomas Darling, are informal, having wrong extensions and wrong aggregates.

Accepted.—For Kittery, Maine—Offer No. 36, of Ed. H. Herbert, for class 1; No. 1, of S. P. Brown, for classes 2 and 3. For Charlestown, Mass.—Offer No. 36, of E. H. Herbert, (by lot,) for class 1; No. 35, of S. B. Grice, for class 2; No. 37, of S. P. Brown, for class 3; No. 21, of S. G. Bogert, for class 4; No. 26, S. P. Brown, for class 5.

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No. 8.

Schedule of offers to furnish timber at the navy yards at Brooklyn, N. Y., and Washington, under advertisement of the 13th of August, 1851. One-fourth by July 1, one-fourth by September 1, one-fourth by November 1, the residue by December 30, 1852.

	BIDDERS.	BROOKLYN, N. Y.									WASHINGTON.	
		Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.	Class 9.	Class 1.	Class 2.
		White oak timber, &c.	White oak knees.	358 pieces white oak lumber.	White pine timber.	Yellow pine masts and spars.	Black spruce spars.	White ash oars.	Lignum-vitæ.	Lumber, &c.	Yellow and white pine.	Black walnut lumber.
		Aggregate.										
1	Storer & Stephenson	$18,000	$9,000	$2,801 95	$2,220	$17,810 80	$3,140	$2,419 00	$2,646 00	$6,443 00	.....	.....
2	S. G. Bogert	14,400	7,494	2,101 46	5,150	13,485 60	.....	1,653 00	1,890 00	2,870 50	.....	.....
3	Bonsal & Brother	.....	.....	.....	.....	.....	.....	.....	1,458 00	.....	.....	.....
4	John Loud	.....	.....	.....	.....	12,245 74	.....	.....	.....	.....	.....	.....
5	Peter Munroe	.....	.....	.....	.....	Informal.	.....	.....	.....	.....	.....	.....
6	John H. McIntosh	.....	.....	.....	.....	27,492 50	.....	.....	.....	.....	.....	.....
7	Thomas Darling	Informal.	Informal.	Informal.	Informal.	Informal.	Informal.	Informal.	Informal.	Informal.	.....	.....
8	Joseph Temple	.....	.....	.....	.....	7,482 07	.....	.....	.....	.....	.....	.....
9	John Petty	17,200	.....	3,806 30	.....	9,927 13½	.....	.....	.....	.....	.....	.....
10	John West	14,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	S. H. Taylor & Co	.....	9,480	4,090 84	.....	.....	.....	.....	.....	.....	.....	.....
12	Samuel B. Grice	22,000	.....	.....	2,590	10,411 70	.....	.....	1,620 00	.....	.....	.....
13	William White	15,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Samuel P. Brown	.....	.....	.....	.....	.....	Informal.	.....	.....	.....	.....	.....
15	Joseph Grice	22,000	12,000	2,881 65	2,810	14,886 90	3,150	6,580 00	3,510 00	Informal.	.....	.....
16	Sillick Nichols	.....	.....	.....	.....	.....	.....	2,676 00	1,820 00	.....	.....	.....

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17	J. Bigler			2,493 74	2,250			1,918 00				
18	Daniel Slauson			4,203 92½								
19	Alexander McVoy					17,680 80						
20	William Simmons	15,200	10,500	3,362 34		13,277 60		1,604 00				
21	William H. Gunnell								1,171 80			
22	Alpheus Fobes			Informal.								
23	F. A. Southmayd							1,055 50				
24	William Yates								1,215 00			
25	Storer & Stephenson										$2,440 00	$210
26	Samuel B. Grice										2,620 00	210
27	Z. Jones										1,841 50	
28	J. Schnable										Informal.	
29	John Loud										1,931 00	
30	S. G. Bogert										1,702 50	245
31	Thomas Darling										Informal.	Informal.
32	S. G. Bigler										Informal.	
33	Joseph Grice										3,280 00	700
34	Ed. H. Herbert					10,944 74					Informal.	
35	Joseph Wescott						Informal.					

NOTE.—N. P. Haskell's offer for knees, at Brooklyn, dated the 17th, was received the 18th of September, being after the time limited, and is without guaranty.

Offers.—No. 5 offers for part of class 5, Brooklyn; No. 7, wrong extensions and aggregates; No. 14 offers for part of class 6, Brooklyn; No. 15 offers for part of class 9, Brooklyn; No. 22, guaranty not certified; No. 28, wrong extensions for class 1, Washington; No. 31, wrong extensions for classes 1 and 2, Washington; No. 32, wrong extensions for class 1, Washington; No. 34 offers for part of class 1, Washington; No. 35 offers for part of class 6, Brooklyn.

Accepted.—For Brooklyn, N. Y.—Offer No. 2, of S. G. Bogert, for class 1; No. 2, of S. G. Bogert, for class 2; No. 2, of S. G. Bogert, for class 3; No. 1, of Storer & Stephenson, for class 4; No. 8, of Joseph Temple, for class 5; No. 1, of Storer & Stephenson, for class 6; No. 23, of F. A. Southmayd, for class 7; No. 21, of W. H. Gunnell, for class 8; No. 2, of S. G. Bogert, for class 9. For Washington—Offer No. 30, of S. G. Bogert, for class 1; No. 26, of S. B. Grice, (by lot,) for class 2.

Offers opened 16th and 17th September, 1851, in presence of

C. W. SKINNER,
P. C. JOHNSON,
J. H. REILY.

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No. 9.

Scale of offers to furnish timber at the navy yards at Gosport and Pensacola, under advertisement of August 13, 1851. *One-fourth by July* 1, *one-fourth by September* 1, *one-fourth by November* 1, *residue by December* 30, 1852.

	BIDDERS.	GOSPORT, VA.									PENSACOLA.	
		Class 1.	Class 2.	Class 3.	Class 4.	Class 5.	Class 6.	Class 7.	Class 8.	Class 9.	Class 1.	Class 2.
		White oak timber.	Yellow pine timber.	Yellow pine spars.	White ash plank, and elm boards.	Cypress plank and boards.	W. P. pl'k stocks and boards.	Beach and spruce.	Mahogany.	Ligumvitæ.	10,000 ft. juniper lumber.	1000 w. oak staves.
		Aggregate.										
1	Read & Page						$15,710 00					
2	Samuel P. Brown							$678 00				
3	William White	$4,740 11										
4	Samuel B. Grice		$10,136 13	$5,449 80			11,240 90		$1,331 25			
5	John West	3,953 95										
6	John T. Chapman		10,616 94									
7	John Petty	4,292 65		4,087 31	$3,127 50	$406 00						
8	Joseph Temple			2,634 07								
9	R. B. Knight		6,597 75									
10	Joseph Grice	7,822 25	10,195 50	6,358 10	2,790 50	580 00	11,518 00	2,097 00	4,075 50	$1,200 00		
11	Wm. Simmons	5,897 51	8,995 50	8,174 70	2,424 80	406 00			1,017 50			
12	Alpheus Fobes						Informal.		Informal.			
13	E. H. Herbert		7,946 85	3,179 05								
14	John Loud			5,427 09								
15	John McBoyle				2,143 50	420 50						
16	John Loud		10,256 89									
17	Bonsal & Brother				2,354 80	362 50	10,809 60		1,280 00	872 00		
18	John Burford	Informal.	7,767 84	2,361 58								

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19	H. R. Blanchard			6,069 47		485 00						
20	J. W. Pearson		10,046 85									
21	Jos. Wescott							822 60				
22	Edwin T. Eisenbrey								1,145 00			
23	Alpheus Fobes				Informal.							
24	R. & S. Marsh				2,444 50	362 50	10,787 75		1,105 00			
25	S. G. Bogert								1,080 00	1,200 00		
26	S. G. Bogert				2,292 60		10,605 40					
27	Storer & Stephenson	9,328 40	13,495 50	7,266 40	2,422 00	435 00	11,368 00	1,988 00	1,450 00	2,360 00		
28	Alexander McVoy		14,845 95	9,083 00								
29	H. R. Blanchard		9,897 30									
30	J. Bigler				2,043 65		10,579 60					
31	Thomas Darling	Informal.	Informal.	Informal.	Informal.	Informal.	Informal.	Informal.	Informal.	2,400 00		
32	Storer & Stephenson										$400 00	$60 00
33	Thomas Darling										400 00	50 00
34	Chester P. Knapp										250 00	50 00
35	Joseph Grice										500 00	300 00
36	Alexander McVoy										245 00	50 00

Offer No. 12 has no certificate to guaranty; No. 18 omits to state price for 1000 feet white oak, in class No. 1; No. 19 asks that his bid for class 5 may not be considered, unless his offers for class 2 or 3 be accepted; No. 23 has no certificate to guaranty; No. 31, wrong extensions and aggregates.

Accepted.—For Gosport, Va.—Offer No. 5, of John West, for class 1; No. 9, of R. B. Knight, for class 2; No. 18, of John Burford, for class 3; No. 30, of J. Bigler, for class 4; No. 24, of R. & S. Marsh (by lot,) for class 5; No. 30, of J. Bigler, for class 6; No. 2, of S. P. Brown, for class 7; No. 11, of William Simmons, for class 8; No. 17, of Bonsal & Bro., for class 9. For Pensacola—Offer No. 36, of Alexander McVoy, for class 1; No. 34, of C. P. Knapp (by lot,) for class 2.

Offers opened the 16th and 17th September, 1851, in presence of

C. W. SKINNER,
P. C. JOHNSON,
J. H. REILY.

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No. 10.

Table showing the bids made for the reconstruction and repairing of the machinery of the United States steamer Princeton.

		E. L. Norfolk, of Salem, Mass.		Merrick & Son, of Philadelphia, Pa.		Harrison & Loring, of Boston, Mass.		Murray & Hazlehurst, of Baltimore, Md.	
Iron castings—									
In loam moulds	100 pounds.	$0 05½	$5 50	$0 06	$6 00	$0 05	$5 00	$0 06	$6 00
In dry sand	200 do.	4½	9 00	5	10 00	4½	9 00	4½	9 00
In grate bars	7,000 do.	3	210 00	3½	245 00	2¼	157 50	3	210 00
In green sand moulds	200 do.	3¼	6 50	4½	9 00	3¼	6 50	3¼	6 50
Wrought iron—									
Finished	300 do.	26	78 00						
Rough	200 do.	22	44 00	20	140 00	15	105 00	15	140 00
Forged smooth and cold hammered	200 do.	18	36 00						
Wrought steel	100 do.	28	28 00	40	40 00	24	24 00	30	30 00
Wrought copper	150 do.	36	54 00	40	60 00	36	54 00	35	52 50
Composition of brass—									
Castings	300 do.	37	111 00	35	105 00	33	99 00	35	105 00
Propeller	16,000 do.	24	3,840 00	45	7,200 00	50	8,000 00	44	7,040 00
Boilers—									
Plate iron	120,000 do.	9	10,800 00	6	7,200 00	5½	6,600 00	6	7,200 00
Stay bolts, screw bolts, &c	10,000 do.	16	1,600 00	6	600 00	4½	450 00	5½	550 00
Wrought iron work	1,000 do.	12½	125 00	6	60 00	12	120 00	12½	125 00
Turning and boring—									
Wrought iron	2,000 sq. inches.	3	60 00			2½	50 00		
Cast iron	2,000 do.	2½	50 00			2	40 00		
Composition of brass	1,000 do.	3½	45 00	2½	143 75	3	35 00	2¾	158 12½
Copper	700 do.	4	28 00			3	21 00		
Steel	50 do.	5	2 50			3½	1 75		
Planing—									
Wrought iron	3,000 do.	3½	105 00			3	90 00		
Cast iron	3,000 do.	3	90 00			2	60 00		
Composition of brass	800 do.	4½	36 00	3	210 00	3½	28 00	3	
Copper	100 do.	4½	4 50			3½	3 50		210 00
Steel	100 do.	5½	5 50			4	4 00		

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Pattern makers	400 days	3 00	1,200 00	2 50	1,000 00	2 50	1,000 00	2 45	980 00
Lumber for patterns—										
White pine	40 cubic feet.	4	1 60	5	2 00	3½	1 40	4	1 60
Mahogany	2 do.	18	36	16	32	14	28	18	36
Fitters—										
On engine in shop	500 days	2 87	1,435 00	2 50	1,250 00	2 50	1,250 00	2 45	1,225 00
In vessel	600 do.	2 87	1,722 00	2 75	1,650 00	2 50	1,500 00	2 45	1,470 00
Boiler makers	3,500 do.	2 75	9,625 00	2 12½	7,437 50	2 25	7,875 00	2 06	7,210 00
Laborers—half time on board and half in shop	250 do.	1 62	405 00	*1 62½	406 25	1 25	312 50	1 25	312 50
Coal bunkers	10,000 pounds.	15	1,500 00	16	1,600 00	10	1,000 00	15	1,500 00
Copper pipes	2,000 do.	48	960 00	45	950 00	46	920 00	45	900 00
			34,222 46		30,324 82		29,822 43		29,441 58½
Deduct allowance for old boilers		$450	2,370 00	$2,400 2,400	4,800 00	$2,600 2,400	5,000 00	$2,500 2,400	4,900 00
propeller	16,000 pounds.	1,920							
			31,852 46		25,524 82		24,822 43		24,541 58½

* Half the time on board and half in shop, at $1 50 and $1 75 per day—average, $1 62½.

B. F. ISHERWOOD, *Chief Engineer, U. S. Navy.*

BUREAU OF CONSTRUCTION, EQUIPMENT, AND REPAIR, *July* 23, 1851.

Approved:

L. WARRINGTON, *For Chief of Bureau.*

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No. 3.

Reports and Estimates of the Bureau of Ordnance, &c., for the year ending 30th June, 1853.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
November 10, 1851.

SIR: I have revised the estimates from this bureau to the extent required by your instructions of the 7th instant, and have the honor to return them to you herewith. It may be proper for me to remark that they were framed with the expectation that the amount which may remain to the credit of the appropriation for this bureau, at the expiration of the present fiscal year, would be available to meet its liabilities and future wants.

The amounts which are required by the estimates for the pay of officers on ordnance duty, and for those at the Hydrographical Office and Observatory, and at the Naval Academy, show the full amounts required for their payment; but the actual charge upon the treasury, occasioned by their employment, is much less, being limited to the difference between their pay on leave of absence and the pay shown in the estimates.

Annexed to the estimates is a copy of a report made by the superintendent of the Hydrographical Office and Naval Observatory, which shows the objects to which the attention of the persons connected with that office has been directed, and the interesting and useful results of their labors for the past year.

A board of officers was convened by your order, at the request of my predecessor, to prepare directions for the general preparation of vessels of war for battle; for the exercise of their armaments, and arrangements for their most efficient use in battle; to revise the allowances of ordnance stores for vessels of the navy; and for examining and reporting upon the value to the navy of several propositions, connected with ordnance, which had been made by different individuals.

The board has prepared, and the department has approved, directions for preparing ships for battle, for the exercise of their guns, and for the supply and use of them in action. The allowances have also been revised and duly approved.

The other subjects referred to the board have been nearly decided upon, and a final report may be expected soon.

At the navy yard at this place, the manufacture and preparation for service of brass howitzers, to be used at pleasure, either as boat or field guns, has been continued, with very satisfactory results, during the past year; as has the preparation of shells, fuzes, primers, gun-sights, and other articles for ordnance use.

Experiments have also been continued there to ascertain the ranges of the different classes of guns now used in the navy, and for obtaining other useful and desirable information connected with the extent and accuracy of the ranges of heavy ordnance generally.

The very satisfactory condition of the Naval Academy, as respects its administration and discipline, and the additional accommodations which are required for the officers and students, are so fully stated in the reports to the department by the last Board of Examiners, as to require no additional remark from me.

With much respect, I have the honor to be, your obedient servant,

C. MORRIS, *Chief of Bureau.*

To the Hon. SECRETARY OF THE NAVY.

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Summary of the estimates from the Bureau of Ordnance and Hydrography, for the fiscal year ending June 30, 1853.

	Amount estimated for year ending June 30, 1853.	Am't appropriated for year ending June 30, 1852.
A.—For pay and contingent expenses of the bureau..	$10,150	$10,150
B.—For pay of officers on ordnance duty.....	26,100	16,100
C.—For ordnance and ordnance stores.....	125,000	171,200
F.—For the purchase of articles and incidental expenses connected with the hydrographical office and naval observatory.....	49,470	54,570
G.—For pay of superintendent and officers on duty at the naval observatory	36,364	54,000
H.—For the erection and repair of buildings and for contingent expenses of the naval academy.....	46,700	79,200
I.—For pay of officers at the naval academy	77,884	54,348
	374,668	419,568

D.—Statement of value of stores on hand and values received and expended from July 1, 1850, to June 30, 1851.
E.—Statement of amount and cost of labor from July 1, 1850, to June 30, 1851.
J.—Statement of contracts for year ending June 30, 1851.
K.—Report from superintendent of naval observatory.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
November 10, 1851.

C. MORRIS, *Chief of Bureau.*

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Doc. No. 2.

A.

Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography, for the year ending June 30, 1853, under acts of August 31, 1842, and March 3, 1847.

	Amount estimated for year ending June 30, 1853.	Am't appropriated for year ending June 30, 1852.
For salary of chief of bureau	$3,500	$3,500
For salary of chief clerk	1,200	1,200
For salary of second clerk	1,000	1,000
For salary of third clerk	1,000	1,000
For salary of fourth clerk	1,000	1,000
For salary of draughtsman	1,000	1,000
For salary of messenger	700	700
	9,400	9,400

Contingent.—For blank books, stationery, miscellaneous items and labor $750

Amount appropriated for the year ending June 30, 1852 ..... $750

Civil.—Salaries $9,400
Contingent 750

BUREAU OF ORDNANCE AND HYDROGRAPHY,
November 10, 1851.

C. MORRIS, *Chief of Bureau.*

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B.

Estimate of pay required for officers on ordnance duty for the year ending June 30, 1853.

	Amount estimated for the year ending June 30, 1853.	Am't appropriated for the year ending June 30, 1852.
1 captain as inspector	$3,500	
1 commander as assistant inspector	2,100	
10 lieutenants, as assistant inspectors, one charged with experiments in gunnery at the Washington navy-yard at $2,500, and nine at $1,500 each	16,000	
6 passed midshipmen at $750 each	4,500	
	$26,100	$16,100

The increase in this estimate is caused by the additional pay granted by Congress to the officer in charge of experiments in gunnery, at the Washington navy-yard, and the addition of three lieutenants and six passed-midshipmen for ordnance duty.

Navy.—Pay of the navy.....$26,100

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *November* 10, 1851.

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C.

Estimate of ordnance and ordnance stores, &c., required for the general service of the navy for the year ending June 30, 1853.

	Amount estimated for the year ending June 30, 1853.	Am't appropriated for the year ending June 30, 1852.
For cannon for the use of the navy	$27,600	
For light guns, with carriages and equipments for their use as boat guns and field-pieces	10,000	
For gunpowder	10,000	
For labor at the various navy-yards in the preparation of the various articles for the ordnance of the navy	25,000	
For small arms, powder tanks, primers, caps, gun-locks, fire-works, machinery, and all other ordnance requisites	20,000	
For contingent expenses, viz: for drawings and models, printing and publishing Ordnance Manual, and Ordnance Returns; postage, inspecting instruments, hire of agents and rent of store-houses on northern lakes, advertising, freight and transportation; powder, ball and targets for experimental practice at the Washington navy-yard, and for all other incidental expenses	32,400	
	$125,000	$171,200

Navy.—Ordnance and ordnance stores.....$125,000

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *November* 10, 1851.

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D.

Statement of cost or estimated value of stores on hand at the several navy yards July 1, 1850; of articles received and expended from June 30, 1850, to June 30, 1851; and of those remaining on hand July 1, 1851, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy yards.	On hand July 1, 1850.	Receipts.	Expenditures.	On hand July 1, 1851.
Portsmouth	$89,294,55	$12,145 89½	$12,328 54	$89,119 90½
Charlestown	542,847 95	64,979 29	51,766 34	556,000 90
Brooklyn	615,664 35	180,161 88	89,393 52	706,435 71
Philadelphia	84,162 22	15,799 44	40,193 19	59,768 47
Washington	154,942 88	75,294 76	66,949 35¾	163,288 28½
Gosport	675,685 04	120,823 91	245,842 14	550,666 81
Pensacola	139,944 44	3,819 17	6,277 52	137,486 09
Memphis	2,761 73	1 37	48 77	2,714 33
On the lakes	38,746 48	.....	.....	38,746 48
Total	2,344,049 64	472,968 71½	512,799 37¾	2,304,226 98

BUREAU OF ORDNANCE AND HYDROGRAPHY,
November 10, 1851.

C. MORRIS, *Chief of Bureau.*

E.

Statement of the number of days' labor, and cost thereof, from July 1, 1850, to July 1, 1851, at the respective navy yards, chargeable to the Bureau of Ordnance and Hydrography.

Navy yards.	Number of days' labor.	Cost of labor.	Average per day.
Portsmouth	691½	$1,005 43	$1 45 2-5
Charlestown	6,779	10,882 89	1 60⅕
Brooklyn	6,112¾	8,778 31	1 43 3-10
Philadelphia	553½	940 50	1 69 9-10
Washington	29,503	40,195 46	1 36 1-5
Gosport	17,220¾	24,859 92	1 43 4-5
Pensacola	412	578 61	1 40 2-5
Memphis	460	341 16	74 1-5
Total	61,802½	87,573 28	1 41 7-10

BUREAU OF ORDNANCE AND HYDROGRAPHY,
November 10, 1851.

C. MORRIS, *Chief of Bureau.*

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F.

Estimate of the amount required for the support of the Hydrographical Office and Naval Observatory, for the year ending June 30, 1853.

	Amount estimated for year ending June 30, 1853.	Am't appropriated for year ending June 30, 1852.
For the purchase and repair of the nautical instruments required for the use of the navy.....	$10,500	
For the purchase of the books, maps and charts required for the use of the navy.....	8,250	
For backing and binding the same, and for printing and publishing sailing directions, hydrographical surveys and astronomical observations.....	9,200	
For models, drawings and copying, $1,000; for postage, stationery, freight and transportation, $1,500; for pay of lithographer, and for working lithographic press, including chemicals, $1,300; for keeping grounds and buildings in order, $1,800; for repairing and protecting from further depredation, brick-wall on east, south and west sides of the grounds, $1,400; for pay of porter, $360; gardener, $540; watchman, $720; instrument-maker, $900; for fuel, lights, and all the unenumerated contingent expenses of the hydrographical office and naval observatory, $2,000.....	11,520	
For continuing the publication of the wind and current charts, and for defraying all the expenses connected therewith.....	10,000	
	$49,470	$54,570

Special.—Nautical books, hydrographical office, &c..... $49,470

BUREAU OF ORDNANCE AND HYDROGRAPHY,
November 10, 1851.

C. MORRIS, *Chief of Bureau.*

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G.

Estimate of the amount required for the pay of officers employed at the Hydrographical Office and Naval Observatory for the year ending June 30, 1853.

	Amount estimated for year ending June 30, 1853.	Am't appropriated for year ending June 30, 1852.
1 lieutenant as superintendent	$3,000	
10 lieutenants at $1,500 each	15,000	
6 professors of mathematics at $1,500 each	9,000	
8 passed-midshipmen at $750 each	6,000	
1 assistant observer	1,500	
1 clerk	1,000	
4 petty officers (quartermasters) at $216 each	864	
	36,364	$34,000

The increase in the above estimate is caused by the addition of two passed-midshipmen and four petty officers to the force formerly employed.

Navy.—Pay of the navy..... $36,364

BUREAU OF ORDNANCE AND HYDROGRAPHY
November 10, 1851.

C. MORRIS, *Chief of Bureau.*

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H.

Estimate of the amount required for the erection and repair of buildings and for contingent expenses at the United States Naval Academy at Annapolis, Maryland, for the year ending June 30, 1853.

	Amount estimated for the year ending June 30, 1853.	Am't appropriated for the year ending June 30, 1852.
For buildings and repairs of buildings.		
For building for midshipmen's quarters—18 rooms	$10,000	
For addition to "mess hall," and slating present building	5,000	
For a gasometer, pipes, fixtures, &c., &c.	6,000	
For an ice-house	1,000	
For a magazine	1,000	
For repairs of all kinds	5,000	
	28,000	$52,500
Contingent expenses.		
For fuel, oil and candles	$2,000	
For pay of watchmen, messenger, gardener, attendants at recitation and mess-halls, and laborers employed in keeping in order public grounds	6,500	
For freight, cartage, postage of letters on public business, and repairs of instruments	1,000	
For blank books, stationery and blank forms	500	
For philosophical instruments and apparatus	3,700	
For furniture and fixtures for public buildings	5,000	
For books for library	2,000	
For other incidental expenses	1,000	
	21,700	26,700
Total amount required for buildings, repairs, and for contingent expenses	$49,700	$79,200

Special.—Naval Academy.....$49,700

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *November* 10, 1851.

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I.

Estimate of pay required for officers employed at the United States Naval Academy, for the year ending June 30, 1853.

	Amount estimated for the year ending June 30, 1853.	Am't appropriated for the year ending June 30, 1852.
1 commander as superintendent	$2,500	
1 lieutenant as commander of school-ship	1,800	
1 surgeon	2,000	
1 chaplain	1,200	
1 master	1,000	
3 professors at $1,500 each	4,500	
2 professors (civil) at $1,500 each	3,000	
4 passed midshipmen as assistants, at $750 each	3,000	
1 assistant professor (civil)	1,200	
3 assistant professors (civil) at $1,000 each	3,000	
1 instructor of drawing and draughting	1,000	
1 instructor of the art of defence	500	
1 carpenter	760	
140 midshipmen at $350 each	49,000	
1 secretary (civil)	1,000	
1 clerk (civil)	500	
1 gunners' mate	300	
1 hospital steward	360	
1 steward, midshipmen's mess	288	
1 coxswain	288	
1 seaman	217	
1 ordinary seaman	193	
2 musicians at $169 each	338	
	$77,884	$54,348

The above estimate has been increased to meet an increase of sixty midshipmen as students, of an assistant professor, (civil,) a seaman and ordinary seaman, and two musicians, and by an addition of $300 to the pay of a lieutenant, in consequence of his being appointed to the command of the practice-ship attached to the academy.

Navy.—Pay of the navy.....$77,884

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *November* 10, 1851.

RECAPITULATION.

Civil.

Salaries	$9,400
Contingent	760

Navy.

Pay of the navy	$140,348
Ordnance and ordnance stores	125,000

Special.

Nautical books, hydrographical office, &c.	$49,470
Naval Academy	49,700

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J.

Statement of contracts made by the Bureau of Ordnance and Hydrography, for the year ending June 30, 1851.

There were no contracts made by the Bureau of Ordnance and Hydrography, for the year ending June 30, 1851.

C. MORRIS, *Chief of Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *November* 10, 1851.

K.

NATIONAL OBSERVATORY,
Washington, October 6, 1851.

SIR: The duties of this office have been prosecuted with as much vigor and activity as the health of the place would admit.

The second volume of astronomical observations (folio, 673 pp.) has been published; and the third, which is nearly ready for the press, would have been published by this time also, but for a call from the superintendent of the Nautical Almanac for observations upon the fundamental stars. The whole computing force of the Observatory is engaged in reducing, for that work, our observations upon those stars.

The work for the catalogue of the stars is still continued, and all our observations are now recorded by means of the Electro Chronograph, of Dr. Locke's invention.

The series of observations upon Venus and Mars, in connection with the United States astronomical expedition to Chili, has been diligently conducted.

The researches connected with the winds and currents of the sea, have been assiduously prosecuted.

The charts that have been published are—

Nos. 1, 2, 3, 4, 5, 6, 7, and 8, track chart of North Atlantic.
Nos. 1, 2, 3, 4, track chart of South Atlantic.
Nos. 1 and 2, pilot chart of North Atlantic.
Nos. 1 and 2, pilot chart of South Atlantic.
Brazil pilot chart.
Trade-wind chart of the Atlantic ocean.
Nos. 1, 2, 3, 4, 5, 6, 7 and 8, thermal chart.
Whale chart.

Similar charts for the Pacific and Indian oceans, comprising in all 190 sheets, are either in press or in process of construction.

These charts are eagerly sought after by navigators, and they have contributed, in a marked degree, to the speedy navigation of the ocean. Twenty-five days hence to the line, is now considered an ordinary passage for vessels that consult these charts. Formerly, and by the old route, it took forty-one days on the average.

The information which the wind and current charts afford, has materially shortened the passage around Cape Horn; and the abstract logs returned to

this office, show that the vessels bound hence to California, with these charts on board, have, on the average, had from thirty to fifty days less than those that had not such guides. More than 30,000 sheets of them have been introduced into the merchant service.

The third edition of the sailing directions to accompany these charts is now in press, and will be issued therefrom in the course of a few days. It is a quarto of about 300 pages.

The materials for these charts consist at present of 210 large folio volumes, in MS., containing the abstract logs of upwards of 6,000 vessels, during a voyage, each, of from one month to several years.

This stock of materials is rapidly increasing, from contributions that are daily made by private vessels that have volunteered co-operation. The information thus obtained, being recorded according to a prescribed form, is so abundant, and withal so much more satisfactory than that to be derived from old log-books, that I have declined to have any more of the latter copied after those already on hand shall be completed. I have not submitted in paper A (now F) any estimate for copying "old sea journals."

In the course of investigations connected with these charts, many interesting facts have been elicited: among them, I beg leave to call your attention to those relating to the habits of the whale, and the depths of the ocean.

The United States schooner "Taney," Lieutenant J. C. Walsh commanding, obtained in latitude 31° 59′ north, longitude 58° 43′ west, a depth of 5,700 fathoms (34,200 feet,) without reaching bottom. This is the greatest depth ever reached.

Under the general order issued by you, requiring the public vessels to use twine and a 32-lb. shot for deep-sea soundings, the United States ship "Albany," Commander Charles I. Platt, has run a line of soundings across the Gulf of Mexico, showing the basin in which its waters are held, to be about one mile deep.

Commander Barron, of the United States sloop "John Adams," in latitude 32° 06′ north, longitude 44° 47′, sounded and got bottom with 5,500 fathoms of line, which, corrected for stray line, gives a perpendicular depth of five miles and a half. This is the greatest depth at which the *bottom* of the sea has ever been reached.

Commander John Kelly, of United States ship "Plymouth," in latitude 37° 28′ north, longitude 56° 32′ west, also obtained a cast of 5,500 fathoms. Correcting for stray line, in consequence of the drift of the ship, his perpendicular depth was six miles without reaching bottom.

The chart showing the favorite haunts of the whale, sperm and right, is in great demand among those interested in the whaling business. A more complete chart devoted to this interest is in press.

The unhealthiness of this place materially interferes, during the spring, summer and fall, with the progress of our work.

Respectfully, &c., &c.,

M. F. MAURY,
Lieutenant United States Navy.

To Com. L. WARRINGTON,
Chief of the Bureau of Ordnance and Hydrography.

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No. 4.

Report and estimates of the Bureau of Navy Yards and Docks, for the year ending 30th June, 1853.

BUREAU OF YARDS AND DOCKS,
October 16, 1851.

SIR: In compliance with your instructions of the 11th August last, I have the honor to submit my annual report, with the estimates from this bureau, for the fiscal year ending 30th June, 1853.

I also submit, in compliance with the acts of Congress of 21st April, 1808, and 3d March, 1843, a list of contracts and an abstract of all offers received under advertisements authorized by this bureau.

In making the estimates now submitted, the bureau has endeavored to distribute the sums asked for, as in its judgment seemed most advantageous for the public interest.

In locating and establishing the present number of navy yards, Congress no doubt contemplated the necessary preparations for equipping and preparing a much larger navy than has yet been authorized.

The estimates for the improvement and repair of navy-yards embrace but few new objects, being principally for the continuation or completion of objects already authorized. Should it be the pleasure of Congress to reduce these estimates, I would respectfully suggest, in that case, that it would be better to discontinue further expenditures upon some of the navy yards, than, by so doing, to cripple and render less efficient the more important ones that are required for constant use.

It is due to the great western portion of our country, that a navy-yard of the most efficient character be maintained on the waters of the Gulf of Mexico. That sea, necessarily, from natural causes, has become a most important channel of navigation and commerce; and when the three passage-ways across the continent, that are contemplated, connecting the Atlantic and Pacific oceans, shall be available, it will become yet more so; and should collision or war with foreign powers take place, these waters will become the prominent theatre of action, and the stronger naval power engaged will command the termini of these passage-ways, as well as the mouth of the Mississippi. The importance, therefore—indeed I would say, the necessity—of fostering the navy-yard in that quarter, is fully apparent. Pensacola was selected, chiefly, I believe, on account of the depth of water, as the best site, nearest to the mouth of the Mississippi, for a naval establishment on the Gulf stream; whether this is or not the best location for such an establishment, it is not my intention to discuss. It would not be sound economy now to change it, as important improvements have been directed, and large sums of money appropriated by Congress, which have been expended by the department, to bring the yard into practical use and benefit to the service.

The strong defence of this station should, in my opinion, be looked to at an early day, it being much exposed to the attacks of an enemy from the sea. The plans and their execution for such a defence on the land, belongs to another branch of the government. A strong naval force will also be required to coöperate against the attack of any formidable naval foe.

I doubt not your experience in the department has already satisfied you of the necessity, as a matter of economy as well as safety, for the establishment, at one or more of our principal navy-yards, of foundries, with suit-

able machinery for the construction of steam-engines and boilers, of the largest sizes required for our war steamers.

I would also take leave to call to your notice the establishment of a bakery, at some one of the larger yards, where materials and labor can be had on the best terms, for making and packing bread for the navy. I believe there is but one opinion in the navy as to the importance and advantages for such an establishment. No estimates have been submitted for either of these improvements; if, however, the suggestions meet your approval, they can be prepared and submitted in due time.

The navy-yard at New York, in the opinion of this bureau, seems to be the most central and appropriate place for such works, as there is ample space for them at that yard. Unfortunately, however, the usual jurisdiction to the United States has not, up to this time, been granted by the State of New York over a large portion of the land; and until this can be obtained, the laws of the United States do not permit any improvements to be made thereon.

There is another very important subject to which I would respectfully ask your attention: I refer to the admission into our navy-yards, and the proper training, of apprentices to the mechanic arts, on a different plan from that hitherto established. Some of our most experienced constructors and master-mechanics are considerably advanced in years; and when they retire, or shall be removed by death, there are no employés now in the navy, known to me, that would be competent to fill their places. They are at the head of a most important branch of the service, and their knowledge and experience should be directed towards the instruction and training of apprentices, in their several departments, for the navy; thus talent and genius would be discovered, under the instruction of able master-workmen, and when found it should be encouraged and liberally patronized by the government.

The following estimates for improvements and repairs of yards, &c., are necessary for the preservation of existing works, the completion of those in progress, and for others which are of much importance, and are greatly needed.

The report will show the amounts expended at the several yards, during the fiscal year ending 30th June, 1851; the description of work done; and the specified objects for which an appropriation is asked for the next fiscal year; commencing with the navy-yard at

PORTSMOUTH, N. H.

Timber-shed No. 28 has been completed since the 30th June, 1850. The other works of improvement, such as wall west of timber-sheds Nos. 6 and 7, and filling in; wharf and filling in east of No. 4; commander's quarters; brick stables; lime-house; coal-house, and machinery and tools for smithery; are in an advanced state of progress, and will probably all be completed before the first of January next. All necessary repairs have been put upon the existing improvements, and there has been expended upon all authorized works, from the 1st July, 1850, to the 30th June, 1851, the sum of $18,074 07.

Plans and estimates are submitted for the fiscal year ending 30th June, 1853, for building timber-shed No. 29; cooper's shop and watchmen's quarters; foundations for shoring ships while undergoing repairs; quay walls, drains, gutters, and paving; and for repairs of all kinds;

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amounting to $81,120 28. These works are all deemed highly necessary for the protection and preservation of the public property, and to afford increased facilities for executing the work required at this yard.

BOSTON.

The improvements in progress at this yard, during the present fiscal year, are: storehouse No. 36; stone skids to timber-sheds Nos. 33 and 38; paving around carpenter's shop; mast-shed, (N;) Pedrick's patent flyers for rope-walk; drains between timber-sheds; sail-loft and cordage store; paving avenue No. 63; anchor-hoy and steam-tug; wall and filling in southwest of ship-house H, and coal-house for smithery. These works have advanced rapidly, and it is believed will all be completed during the year 1851. Such repairs as were required for the preservation of the buildings have been made, and there has been expended upon all improvements, from the 1st July, 1850, to 30th June, 1851, the sum of $107,353 02.

Plans and estimates, amounting to $74,525, are submitted for the fiscal year ending June 30, 1853, for the following objects: for grading and paving timber-shed No. 31; rain-water cistern; rebuilding old smithery; pitch-house and oakum-loft; muster office; coal-house near the rope-walk; pier wharf, and for repairs of all kinds.

The principal items are the smithery, coal-house and pier wharf; the others are small in amount, but are all very essential. The present smithery is entirely inadequate for the performance of the large amount of work now required at this yard; it is inconvenient, ill-arranged, and so low that the floor is frequently overflowed by high tides, and it is proposed to rebuild it with the modern improvements. The coal-house for the stowage of coal for the rope-walk engines is much wanted, the present temporary shed being in a decayed and falling condition. Much inconvenience is experienced from the want of additional wharf room, the present wharves being insufficient to accommodate the public and private vessels visiting the yard; and the item for the wharf is therefore considered as highly necessary.

NEW YORK.

Since the last annual report the iron and copper store and the house on the gun-block have been completed; the other works which have been in progress are, dredging channels; filling in along Flushing avenue; paving and gutters; house for commander; quay wall and sewer; these have all progressed as fast as the wants of the service required. The usual repairs have been put upon the different buildings, and there has been expended from July 1, 1850, to June 30, 1851, the sum of $24,869 70.

Plans and estimates are submitted for the fiscal year ending June 30, 1853, for completing commander's house and saw-mill; for one officer's house; lime, pitch, and coal-house; extension of quay wall; cob-wharf and pier; dredging channels; filling in timber pond; paving gutters and flagging; water-tank and lighter; gas-pipes and fixtures; lightning conductors; completing sewer; filling in upon lands recently purchased; completing the large engine-house and machine-shop, and for the purchase and erection of machinery for the same, and for repairs of all kinds, amounting to the sum of $240,550.

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The amount allotted for the commandant's house being insufficient, a small sum is asked for its completion; a portion only of the original estimate for the saw-mill having been granted, the balance is now required. The number of houses for the accommodation of officers at this yard is small, and additional quarters are much desired. A house for the storage of lime, pitch and coal is highly necessary, there being no place of deposite for those articles. The amount asked for quay wall will be necessary for the prosecution of this important work; a quantity of materials has been procured and the work will be commenced at an early day. The pier connected with the cob-dock is much wanted, as the water front of the improved part of the yard is so limited as to make it difficult at times to find room for the vessels. The city sewer across the lands of the yard has been commenced, and an appropriation is necessary for its completion. The large engine-house and machine-shop is nearly finished; a portion of this building is appropriated for the engine and pumps for the dry-dock, and the balance for the reception of such machinery as may be required for the general work. The amount necessary for the completion of this building and for putting up the machinery is urgently required. The sums asked for the other objects enumerated are small, but are much wanted.

PHILADELPHIA.

The extension of pier No. 4; two dwellings for officers; new timber-shed, raising roof of smithery and filling up old timber pond, have all been completed since July 1, 1850. The works which have been authorized and have been commenced are, the extension of ship-house G, and launching-ways; wharves Nos. 1, 2, and 3; moving ship-house F and extending ways; culverts and shears; additional story to shed No. 5, and iron railing to officers' houses. These improvements are in an advanced state, and, except the extension of ways to ship-house F, will probably all be completed during the year 1851. All the current repairs necessary for the protection and preservation of the public property have been made, and for all improvements and repairs there has been expended the sum of $80,269 07.

Plans and estimates amounting to $59,248 20 are submitted for the fiscal year ending June 30, 1853, for covering the railways; for new steam-box and pitch-kettles; extension of wharf No. 4; mooring anchors for dry-dock; dredging channel; filling up and grading yard; paving and extending gas and water pipes; completing shed No. 5, and for repairs of all kinds.

The bed-ways of the railways attached to the floating dock are of wood, and unless protected from the weather will soon decay. The removal of the ship-houses towards the river, leaves the steam-box and pitch-kettles so far from the buildings as to render their removal also necessary. An amount is asked for extending pier No. 4 still further towards the channel; if this be done, it will afford a shelter for the floating dock and furnish the means of holding it safely in place while in use. The sums asked for filling up, grading and paving, are required to place the surface of the yard in good condition for the transportation of heavy materials. The other items are small but necessary, and the amount asked for the annual repairs of the several buildings in the yard is such as is usually expended for that object.

The Naval Asylum, I am gratified to say, is under a system of judicious management by the present governor and officers in charge. The beneficiaries, with some exceptions, are orderly and well behaved, and generally

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recognise an observance of the rules and regulations which have been adopted for their government. The inmates now in the building, including the officers and attendants, number one hundred and seventy-five.

In regard to the location of this institution I have only to refer to my last annual reports. My opinion on that subject remains unchanged.

WASHINGTON.

The stone wharf and large slide-lathes are nearly completed; the building for the copper-rolling establishment has been erected, materials for the machinery procured, and the work is in an advanced state. The usual necessary repairs have been put upon the several buildings, and for improvements and repairs there has been expended from the 1st July, 1850, to 30th June, 1851, the sum of $45,608 86.

Plans and estimates are submitted for the fiscal year ending 30th June, 1853, for completing ordnance building No. 11; saw-mill; filling up timber dock; copper-rolling establishment and railway; for commander's dwelling; converting ordnance shop to fitting shop; stone wharf on south side of yard; and for repairs of all kinds, amounting to $167,433.

Most of the above objects for which appropriations are asked, have been commenced, and some of them are well advanced; the amounts estimated for them are much desired, as the improvements when completed will add greatly to the efficiency of this important station.

NORFOLK.

The wall across the timber dock has been completed since the last annual report. The other works in progress are, extension of quay wall; paving and filling in low grounds; water cisterns; engine-house to smithery; building No. 19, and gateway; brick gun-place; magazine and keeper's house at Fort Norfolk. These works have all advanced rapidly, and will soon be completed, except the magazine and keeper's house, materials for which have been procured, and the work will soon be commenced. The requisite repairs have been made to the several buildings in the yard, and for all improvements there has been expended from the 1st July, 1850, to the 30th June, 1851, the sum of $86,642 49.

Plans, with estimates amounting to $170,342 23, are submitted for the fiscal year ending 30th June, 1853, for extending quay walls; completing timber dock; store-house No. 14; paving, grading and filling; wharf north of timber dock; building for officers; cart shed; culvert; dredging-machine and lighters, and for repairs of all kinds. The extension of quay walls is an object of much importance, the want of wharf room being often a source of great inconvenience; the completion of the walls of the timber dock is also much desired, as the grounds around it can then be graded, and the low places filled up, which will doubtless add to the health of those in its vicinity, while it will furnish additional ground where it is wanted. Store-house No. 14 is very necessary as a place of deposite for the large amount of provisions received at this station, there being no suitable store for these costly and important articles. The wharf north of timber dock is required as a landing place for stores of all kinds; its position is central, and at it private vessels can discharge their cargoes without interfering with the ships of war whilst equipping or dismantling. The building for offices is an object of great importance, the present office (an old dwelling-

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house) being inconvenient and unsuitable for the discharge of the public business. A dredging-machine is very necessary at this yard, the large amount of deposite around the piers requiring the almost constant operation of such a machine, and the present one being nearly worn out.

PENSACOLA.

Since the last annual report, eleven brick kitchens for officers' houses, and the muster-house, and office for the clerk of the yard, have been completed; the other works in progress are, the permanent wharf; ship-house and slip; smith's and machine shop; guard-house; paint-shop and cooperage; yard rail-tracks; wharf near store No. 26; timber shed, No. 31; two first and two second class houses; lime-house, and dredging channels. The necessary repairs have been put upon the different buildings in the yard, and there has been expended for improvements from the 1st July, 1850, to the 30th June, 1851, the sum of $192,413 70.

On the 12th May last the bureau called upon the engineer of the yard for a sketch of the condition of the work upon the permanent wharf, with his opinion as to the time when it would be completed. No report, however, has been received from the engineer, and I am therefore unable to make a correct statement with regard to the progress or condition or probable completion of this important work. This improvement has not progressed as rapidly as the bureau had reason to expect.

Some portions of the machinery for the smiths' and machine-shop have been completed during the past year, and a large quantity is now nearly ready for shipment from the Washington yard, and the work upon the other improvements has progressed in a satisfactory manner.

Plans and estimates are submitted for the fiscal year ending 30th June, 1853, for permanent wharf; extension of smiths' and machine-shop; to complete guard-house; for yard rail-tracks; extension of central wharf; rebuilding east wall of cistern No. 26; ice-house; wharf on east side of yard; repairs of cistern, wharves, and for repairs of all kinds; amounting to the sum of $162,782. Although no report has been received from the engineer in charge of the permanent wharf, an appropriation will be wanted, and is asked, for the continuance of the work during the next year. It is proposed to extend the machine-shop for the accommodation of machinery necessary for the repairs of steamers, and this is considered an important object. The other items submitted are small, but are all important and considered very necessary to facilitate the usual operations at the yard.

MEMPHIS.

The joiner's shop and lime-house have been completed since the 1st July, 1850. The other works which have been in progress are, excavation and embankment; rope-walk; offices; store-house; blacksmith's shop; tarring house; pavements, drains and ditches; hemp-house; cisterns for rope-walk; fire-engine house, and repairs of all kinds; and there has been expended upon all improvements and repairs from the 1st July, 1850, to the 30th June, 1851, the sum of $110,379 59.

The rope-walk has been placed in a condition to commence the manufacture of cordage, and, with the exception of a few small appendages yet to be furnished by the contractor, the building and machinery are completed,

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All the other works at this yard have been urged to completion with as much vigor as circumstances would permit. In accordance with the recommendation made last year, the department appointed a commission to examine and report upon the condition and advantages of this station; their report is in possession of, and it is presumed will be acted upon by the department.

Estimates are submitted for the fiscal year ending 30th June, 1853, for excavation and embankment; stables and fence to commandant's house; pavements, drains, and gutters; cistern for rope-walk engines; hemp-house; completing wing of storehouse; railing for vertical wall; and repairs of all kinds, amounting to the sum of $67,859 28. The amount asked is for completing the works already commenced, and is believed to be as much as will be required, during the year, to render the present improvements available and useful.

SACKETT'S HARBOR.

At this station, the expenditures have been confined to the repairs of the existing works and putting up a small house for the ship-keeper, and the small sum of five hundred dollars is believed to be ample for the repairs necessary for the next fiscal year.

CALIFORNIA.

The construction of the floating dock authorized by the act of 3d March, 1851, renders the selection and preparation of a site for a navy yard on the bay of San Francisco necessary. The propriety and importance of such an establishment is apparent, and it is hoped that means will be furnished at an early day, to enable the department to prosecute the work with vigor.

DRY-DOCK AT NEW YORK.

Since the last annual report, the large engine and pumps for permanent drainage have been completed and put in successful operation; the appearance, finish, and performance of the engine and pumps are highly satisfactory, and reflect great credit upon the proprietors of the West Point foundry, where the work was executed. The great iron folding-gates, built by Mr. H. R. Dunham, have been put in place and successfully tested, and they appear to answer the purpose for which they were designed in an admirable manner. The large granite building, three hundred feet long and sixty feet wide, part of which is occupied by the engine and pumps, has been enclosed and is nearly finished. This fine building, besides accommodating the dock pumps, affords commodious rooms for machine-shops and machinery, which, when erected, will supply the means for repairing steamers, and for constructing many articles required at the yard and on board ship.

The work upon the dock was so nearly completed as to be turned over to the commandant of the yard on the 1st September last. A large amount of tools, and other articles collected during the construction of the work, have been sold at public sale, and the dock credited with the proceeds.

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The amount which has been expended upon this work from its commencement in 1841, to the 31st August, 1851, is:

For materials	$1,258,543 01
For labor	887,712 35
	2,146,255 36

As this is probably the last annual report in which it will be necessary to speak of this important improvement under a separate head, I take the occasion to state, that the manner in which the work has been conducted by the engineer, General Charles B. Stuart, and his administration of the affairs of the dock, have been satisfactory to the bureau: and to his energy, perseverance, and professional skill, is to be attributed the successful termination of the work. Although the works of the dock remained under charge of the engineer until the 31st August last, it was so far advanced towards completion as to admit a vessel for repairs as early as the 8th January, 1850. Since that date several vessels of large class have occupied the dock while undergoing repairs, and great benefits have already been derived from the construction of this important work.

FLOATING DOCKS.

The basin and railway for the dock at Portsmouth, N. H., have been completed; the dock is in a very advanced state, and it is believed that the works will all be fully completed and ready for trial by the 1st November next. The materials used, and the manner of executing the work, have been in accordance with the terms of the contract, as certified by the superintendent; and the contractors have evinced a laudable disposition to comply with their engagements in good faith.

At Philadelphia the works have been entirely completed and reported ready for trial, which was ordered; but owing to the want of a sufficient depth of water, the test was postponed. Dredging-machines are now in operation, deepening the water immediately in front of the basin; as soon as this object is effected, the dock, basin, and railways will be tested.

At Pensacola the works have not progressed as rapidly as at the other yards. The dock, however, is nearly finished and ready for use; the excavation for the basin has been completed and most of the foundation piles are driven; a large quantity of stone and other materials have been delivered, and the contractors are, under all the circumstances attending its construction, urging the work forward as fast as possible.

The department having entered into a contract for the construction of a floating dock for the coast of California, in accordance with the act of Congress dated 3d March, 1851, authorizing the same, the contractors have commenced the work with great energy, and will probably have a large portion of the dock ready for shipment before the 1st of December next.

I would respectfully state, with reference to the protection from depredation, (for purposes of traffic,) afforded more especially to that class of timber (live oak, red cedar, and long-leaf yellow pine) which is so justly regarded as being valuable and useful for naval purposes, that, in some of the southern States, where timber of this character is chiefly to be found, those whose special duty it has been to look after this important interest of

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the government have, by their exertions, very greatly reduced the extensive depredations which were formerly committed upon the timber in question.

I have the honor to be, with great respect, your obedient servant,

JOS. SMITH.

Hon. WILL. A. GRAHAM,
Secretary of the Navy.

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Schedule of papers which accompany the report of the chief of the Bureau of Yards and Docks, to the Secretary of the Navy, for the year ending 30th June, 1853.

Y. & D.—A. General estimate for yards and docks.
Y. & D.—No. 1. Estimate for the support of the bureau.
Y. & D.—No. 2. Recruiting stations.
Y. & D.—No. 3. Officers and others at yards and stations, in detail.
Y. & D.—No. 4. Improvements and repairs at yards and stations.
Y. & D.—No. 5. Statements showing the sums which make up the first and second items in paper A.
Y. & D.—No. 6. Improvements and repairs of hospitals, naval asylum, and magazines.

JOS. SMITH.

BUREAU OF YARDS AND DOCKS, *October* 16, 1851.

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Doc. No. 2.

Y. & D.—A.

General estimate from the Bureau of Yards and Docks, for the year ending June 30, 1853, *in addition to the balances remaining unexpended July* 1, 1852.

	Estimated for year ending 30th June, 1853.	Estimated for year ending 30th June, 1852.
1. For the pay of commission, warrant and petty officers, (see paper Y. & D.—No. 5)	$248,266 00	$241,966 00
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see paper Y. & D.—No. 5)	90,960 00	92,160 00
3. For improvements and necessary repairs at navy yards and stations, (see paper Y. & D.—No. 4)	1,399,359 99	1,038,090 00
4. For hospital buildings and their dependencies, the naval asylum, and for magazines, (see paper Y. & D.—No. 6)	67,080 90	89,787 00
5. For contingent expenses which may accrue during the year, for the following purposes, viz: For the freight and transportation of materials and stores for yards and docks; for printing and stationery; for books, maps, models and drawings; for the purchase and repair of fire engines; for machinery of every description, and the patent right to use the same; for the repair of steam engines, and attendance of the same in navy yards; for the purchase and maintenance of horses and oxen, and driving teams; for carts, timber wheels, and workmen's tools of every description, and repairing the same; for postage of letters on public service; for furniture for government houses; for coals and other fuel; for candles and oil for use of navy yards and shore stations; for cleaning and clearing up yards; for flags, awnings and packing boxes; for watchmen and incidental labor at navy yards, not applicable to any other appropriation	302,840 00	308,700 00
	2,108,506 89	1,710,703 00

BUREAU OF YARDS AND DOCKS, *October* 16, 1851.

JOS. SMITH.

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Y. & D.—No. 1.

Estimate of the amount required for the support of the Bureau of Yards and Docks for the year ending June 30, 1853, under the acts of August 31, 1842, August 12, 1848, and March 3, 1851.

Officers.	Salaries.
Chief of bureau	$3,500
Chief clerk	1,600
One clerk	1,000
One clerk	1,000
One clerk	1,000
One clerk	800
Civil engineer	2,000
Draughtsman	1,000
Messenger	700
	12,600
Contingent expenses	1,000
	13,600

BUREAU OF YARDS AND DOCKS, *October* 16, 1851.

Appropriated for fiscal year 1851–52: Salaries, $12,600; contingent, $1,000. Civil—Salaries, $12,600; contingent, $1,000.

Y. & D.—No. 2.

Estimate of the pay of officers attached to the recruiting stations for the year ending June 30, 1853, if no alteration is made in the number of stations.

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate amount.
Commanders	1	1	1	1	1	1	6	$12,600
Lieutenants	1	1	1	1	1	1	6	9,000
Surgeons	1	1	1	1	1	1	6	10,500
Passed midshipmen	1	1	1	1	1	1	6	4,500
Total	4	4	4	4	4	4	24	36,600

BUREAU OF YARDS AND DOCKS, *October* 16, 1851.

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Y. & D.—No. 3.

Estimate of the pay of officers and others at navy-yards and stations for the year ending June 30, 1853.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
	Naval.		
1	Captain	$3,500	
1	Commander	2,100	
1	Lieutenant	1,500	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,000	
1	Chaplain	1,200	
2	Passed midshipmen, at $750 each	1,500	
1	Boatswain	700	
1	Gunner	700	
1	Carpenter	700	
1	Steward, (assistant to purser)	480	
1	Steward, (surgeon's)	288	
			$17,468
	Ordinary.		
1	Passed midshipman	750	
1	Carpenter's mate	228	
6	Seamen, at $144 each	864	
12	Ordinary seamen, at $120 each	1,440	
			3,282
	Civil.		
1	Storekeeper	1,400	
1	Naval constructor	2,300	
1	Civil engineer	1,500	
1	Foreman and inspector of timber	900	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk to the storekeeper	750	
1	Clerk to the naval constructor	650	
1	Porter	300	
			9,600
	Total		30,350

BOSTON.

	Naval.		
1	Captain	$3,500	
1	Commander	2,100	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,000	
1	Surgeon	1,800	

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Y. & D.—No 3—Continued.

BOSTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Purser	$2,500	
1	Chaplain	1,200	
2	Passed midshipmen, at $750 each	1,500	
1	Boatswain	800	
1	Gunner	800	
1	Carpenter	800	
1	Sailmaker	800	
1	Gunner, (keeper of the magazine)	800	
1	Clerk to purser	500	
1	Steward, (assistant to purser)	360	
1	Steward, (surgeon's)	360	
			$21,820
	Hospital.		
1	Surgeon	2,000	
1	Assistant surgeon	1,150	
1	Steward	360	
1	Matron	180	
2	Nurses, at $144 each	288	
1	Cook	180	
1	Washer	120	
3	Watchmen, at $240 each	720	
	Civil.		
1	Storekeeper	1,700	
1	Naval constructor	2,300	
1	Measurer and inspector of timber	1,050	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk (2d) to the commandant	750	
1	Clerk to the storekeeper	1,050	
1	Clerk (2d) to the storekeeper	750	
1	Clerk (3d) to the storekeeper	650	
1	Clerk to the naval constructor	650	
1	Porter	300	
			11,000
	Total		37,818

NOTE.—The surgeon of the yard is to be required to attend to the marines also.

NEW YORK.

	Naval.		
1	Captain	$3,500	
1	Commander	2,100	
2	Lieutenants, at $1,500 each	3,000	

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Y. & D.—No. 3—Continued.

NEW YORK—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Master	$1,000	
1	Surgeon	1,800	
1	Purser	2,500	
1	Chaplain	1,200	
2	Passed midshipmen, at $750 each	1,500	
1	Boatswain	800	
1	Gunner	800	
1	Carpenter	800	
1	Sailmaker	800	
1	Gunner, (keeper of magazine)	800	
1	Clerk to the purser	500	
1	Steward, (assistant to purser)	360	
1	Steward, (surgeon's)	360	
			$21,820
	Hospital.		
1	Surgeon	2,250	
2	Assistant surgeons, at $1,150 each	2,800	
1	Apothecary	420	
1	Hospital steward	360	
1	Matron	180	
4	Nurses, at $120 each	480	
2	Cooks, at $144 each	288	
2	Washers, at $120 each	240	
1	Porter	144	
1	Gatekeeper	360	
1	Gardener	240	
1	Assistant at laboratory	120	
			7,882
	Civil.		
1	Storekeeper	1,700	
1	Naval constructor	2,300	
1	Civil engineer	2,400	
1	Inspector and measurer of timber	1,050	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk (2d) to the commandant	750	
1	Clerk to the storekeeper	1,050	
1	Clerk (2d) to the storekeeper	750	
1	Clerk (3d) to the storekeeper	650	
1	Clerk to naval constructor	650	
1	Porter	300	
			13,400
	Total		42,602

NOTE.—The surgeon of the yard is to be required to attend to the marines also.

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Y. & D.—No. 3—Continued.

PHILADELPHIA.

No.	Officers, &c.	Pay.	Aggregate.
	Naval.		
1	Captain	$3,500	
1	Commander	2,100	
1	Lieutenant	1,500	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,000	
1	Chaplain	1,200	
1	Passed midshipman	750	
1	Boatswain	700	
1	Gunner	700	
1	Carpenter	700	
1	Sailmaker	700	
1	Steward, assistant to purser	480	
1	Steward, (surgeon's)	288	
			$17,418
	Naval Asylum and Hospital.		
1	Captain	3,500	
1	Commander	2,100	
1	Lieutenant	1,500	
1	Surgeon	2,250	
1	Passed assistant surgeon	1,150	
1	Chaplain	1,200	
1	Secretary	900	
1	Steward, (surgeon's)	360	
1	Steward, (purser's)	360	
1	Nurse	120	
1	Cook	144	
			13,584
	Civil.		
1	Storekeeper	1,250	
1	Naval constructor	2,300	
1	Civil engineer	2,350	
1	Measurer and inspector of timber	900	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk to the storekeeper	750	
1	Clerk to the naval constructor	650	
1	Porter	300	
			10,300
	Total		41,302

NOTE.—The surgeon of the yard is to attend to the marines and the receiving vessel.

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Y. & D.—No. 3—Continued.

WASHINGTON.

No.	Officers, &c.	Pay.	Aggregate.
	Naval.		
1	Captain	$3,500	
1	Commander	2,100	
1	Lieutenant	1,500	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,000	
1	Chaplain	1,200	
2	Passed midshipmen, at $750 each	1,500	
1	Boatswain	700	
1	Gunner	700	
1	Carpenter	700	
1	Steward, (assistant to purser)	480	
1	Steward, (surgeon's)	360	
			$17,540
	Ordinary.		
1	Passed midshipman	750	
1	Boatswain's mate	228	
1	Steward	288	
1	Carpenter's mate	228	
10	Ordinary seamen, at $120 each	1,200	
			2,694
	Civil.		
1	Storekeeper	1,700	
1	Inspector and measurer of timber	900	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk (2d) to the commandant	750	
1	Clerk to the storekeeper	900	
1	Clerk (2d) to the storekeeper	750	
1	Steam engineer and machinist	1,800	
1	Master tank and camboose maker	1,250	
1	Master chain-cable and anchor maker	1,250	
1	Pyrotechnist	1,500	
1	Keeper of the magazine	480	
1	Porter	300	
			13,380
	Total		33,614

NOTE.—The surgeon of the yard is to be required to attend to the marines also.

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NORFOLK.

No.	Officers, &c.	Pay.	Aggregate.
	Naval.		
1	Captain	$3,500	
1	Commander	2,100	
2	Lieutenants, at $1,500 each	3,000	
2	Masters, at $1,000 each	2,000	
1	Surgeon	1,800	
1	Purser	2,500	
1	Chaplain	1,200	
2	Passed midshipmen, at $750 each	1,500	
2	Boatswains, at $800 each	1,600	
2	Gunners, at $800 each	1,600	
2	Carpenters, at $800 each	1,600	
1	Sailmaker	800	
1	Clerk to the purser	500	
1	Steward, (assistant to purser)	360	
1	Steward, (surgeon's)	360	
			$24,420
	Hospital.		
1	Surgeon	2,000	
1	Passed assistant surgeon	1,150	
1	Assistant surgeon	950	
1	Steward	360	
1	Matron	180	
3	Nurses, at $120 each	360	
2	Cooks, at $144 each	288	
2	Washers, at $120 each	240	
4	Boatmen, at $120 each	480	
1	Boy	96	
			6,104
	Civil.		
1	Storekeeper	1,700	
1	Naval constructor	2,200	
1	Civil engineer	1,500	
1	Inspector and measurer of timber	1,200	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk (second) to the commandant	750	
1	Clerk to the storekeeper	1,050	
1	Clerk (second) to the storekeeper	750	
1	Clerk (third) to the storekeeper	650	
1	Clerk to the naval constructor	650	
1	Keeper of the magazine	480	
1	Porter	390	
			13,130
	Total		43,654

NOTE.—The surgeon of the yard is to be required to attend to the marines also.

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Y. & D.—No. 3—Continued.

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate.
	Naval.		
1	Captain	$3,500	
1	Commander	2,100	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,500	
1	Chaplain	1,200	
2	Passed midshipmen, at $750 each	1,500	
1	Boatswain	800	
1	Gunner	800	
1	Carpenter	800	
1	Sailmaker	800	
1	Steward, (assistant to purser)	360	
1	Steward, (surgeon's)	360	
			$20,520
	Ordinary.		
1	Lieutenant	1,500	
1	Carpenter's mate	228	
2	Boatswain's mates, at $228 each	456	
10	Seamen, at $144 each	1,440	
60	Ordinary seamen, at $120 each	7,200	
			10,824
	Hospital.		
1	1 surgeon	2,250	
2	Assistant surgeons, at $950 each	1,900	
1	Steward	360	
1	Matron	250	
3	Nurses, at $120 each	360	
2	Cooks, at $144 each	288	
3	Washers, at $120 each	360	
1	Baker	420	
1	Carter	120	
1	Messenger	144	
3	Watchmen, at $360 each	1,080	
1	Gardener	250	
			7,782
	Civil.		
1	Storekeeper	1,700	
1	Naval constructor	2,300	
1	Civil engineer	3,000	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk (second) to the commandant	750	
1	Clerk to the storekeeper	1,050	
1	Clerk (second) to the storekeeper	750	
1	Clerk (third) to the storekeeper	650	
1	Porter	300	
			12,300
	Total		51,426

NOTE.—The surgeon of the yard is to attend to the marines near the yard, and to such persons in the yard as the commandant may direct.

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Y. & D.—No. 3—Continued.

MEMPHIS.

No.	Officers, &c.	Pay.	Aggregate.
	Naval.		
1	Captain	$3,500	
1	Lieutenant	1,500	
1	Master	1,000	
1	Surgeon	1,800	
1	Purser	2,000	
1	Passed midshipman	750	
1	Steward, (assistant to purser)	360	
			$10,910
	Civil.		
1	Storekeeper	1,250	
1	Civil engineer	2,500	
1	Superintendent of ropewalk	1,500	
1	Clerk of the yard	900	
1	Clerk to the commandant	900	
1	Clerk to the storekeeper	500	
1	Porter	300	
			7,850
	Total		18,760

SACKETT'S HARBOR.

	Naval.		
1	Commander	$2,100	
1	Master	1,000	
	Total		$3,10

RECAPITULATION.

	Naval.	Ordinary.	Hospital.	Civil.	Aggregate.
Portsmouth, N. H.	$17,468	$3,282	.....	$9,600	$30,8
Boston	21,820	.....	$4,998	11,000	37,8
New York	21,820	.....	7,382	13,400	42,6
Philadelphia	17,418	.....	13,584	10,300	41,3
Washington	17,540	2,694	.....	13,380	33,6
Norfolk	24,420	.....	6,104	13,130	48,6
Pensacola	20,520	10,824	7,782	12,300	51,4
Memphis	10,910	.....	.....	7,850	18,7
Sackett's Harbor	3,100	.....	.....	.....	3,1
Total	155,016	16,800	39,850	90,960	302,6

Bureau of Yards and Docks, *October* 16, 1851.

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Y. & D.—No. 4.

Estimate of the amount that will be required towards the construction, extension and completion of works, and for the current repairs at the several navy yards, for the fiscal year ending 30th June, 1853.

PORTSMOUTH, N. H.

For building timber-shed No. 29; cooper's shop and watchman's quarters; foundation for shores at railway; quay wall north of basin; quay wall south of basin; drains, gutters, and paving; repairs of all kinds---------- $81,120 28

BOSTON.

For grading and paving timber-shed No. 31; rain water cistern; rebuilding smithery; pitch house and oakum loft; muster office; coal house near rope-walk; pier wharf; repairs of all kinds---------- $74,525 00

NEW YORK.

To complete commander's house and saw-mill; for one house for officers; lime, pitch, and coal house; quay wall; cob wharf and two piers to the same; dredging channels; filling in timber pond; paving, gutters, and flagging; water tank and lighter; gas pipes and fixtures; lightning conductors; continuation of sewer; repairs of all kinds; machinery, &c., for engine house; filling in new purchase---------- $240,550 00

PHILADELPHIA.

For shed to cover north railway; covering to south railway; steam box and pitch kettles; extension of pier wharf No. 4; mooring anchors for dry dock; dredging channel; filling up and grading; continuing pavement to wharf; cross-paving to smithery, and from thence to the dock basin; paving round west end of ship house; paving wharf No. 3, to ship house; paving between ways of dock; paving between timber sheds; completing gutters and drains; completing shed No. 5; extending gas pipes, &c.; extending water pipes, 1,000 feet; and repairs of all kinds---- $59,248 20

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WASHINGTON.

For completing ordnance building No. 11; filling up timber dock; completing saw-mill; completing copper rolling mill; completing railway; commander's house; converting ordnance shop to fitting shop, &c.; stone wharf on south front of yard; completing slide lathes in machine shop; and repairs of all kinds.---- $167,433 00

NORFOLK.

For extending quay-wharves; completing timber dock; store-house 14; paving from gate to ship-house; wharf north side of timber dock; building for offices; cart shed; culvert; dredging machine; grading and filling; and repairs of all kinds.---------- $170,342 23

PENSACOLA.

Towards completing permanent wharf; for extension of smithery and machine shop; to complete guard house and kitchen; to complete yard railway and repair old track; to complete extension of central wharf; to rebuild east wall of cistern 26; for ice-house; for wharf on east side of yard; four new forges and chimneys; repairs of cisterns Nos. 14 and 25; repairs of wharves; repairs of all kinds---------- $162,782 00

MEMPHIS.

For excavation and embankment; stable and fence to commandant's house; pavements, drains and ditches; cisterns for rope-walk; hemp-house; store-house (one wing) complete; railing for vertical wall; repairs of all kinds---------- $67,859 28

SACKETT'S HARBOR.

For repairs of all kinds---------- $500 00

SAN FRANCISCO, CALIFORNIA.

For completing the floating dock authorized by the act of 3d March, 1851*---------- $375,000 00

* Of this sum, $360,000 will be required to complete the floating dock authorized by act of 3d March, 1851; and no larger amount is sanctioned.

NAVY DEPARTMENT, *November* 12, 1851.

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RECAPITULATION.

Portsmouth, N. H.	$81,120 28
Boston	74,525 00
New York	240,550 00
Philadelphia	59,248 20
Washington	167,433 00
Norfolk	170,342 23
Pensacola	162,782 00
Memphis	67,859 28
Sackett's Harbor	500 00
San Francisco	375,000 00
Total	1,399,359 99

BUREAU OF YARDS AND DOCKS,
October 16, 1851.

Y. & D.--No. 5.

***Statement** showing the several sums which make up the amounts of the first and second items in the general estimate for the Bureau of Yards and Docks, marked Y. & D.—A., for the year ending June* 30, 1853.

FIRST ITEM.

For recruiting stations	$36,600 00
For naval branch at yards and stations	155,016 00
For hospital branch at yards and stations	39,850 00
For ordinary branch at yards and stations	16,800 00
	248,266 00

SECOND ITEM.

For the civil branch at all the yards and stations	$90,960 00

BUREAU OF YARDS AND DOCKS,
October 16, 1851.

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Y. & D.—No. 6.

For hospitals and magazines.

At Boston: For repairs at hospital	$500 00
At New York: For fence round garden; repairs of buildings; painting, white-washing, clearing up grounds, &c., at hospital, and for completing fence and wall round the burial grounds	18,151 00
At Philadelphia Naval Asylum: For introducing gas; painting main building inside; paving Shippen street; repairing and painting wall; repairs to roof and dome; cleaning and white-washing; cleaning and repairing grates and ranges; water tax; tax on wharf; shade-trees, and repairs of all kinds	10,024 00
At Washington: For general repairs of hospital	400 00
At Norfolk: For repairs of hospital and dependencies	12,168 90
At Pensacola: For repairs of hospital and dependencies; wall round hospital grounds	24,487 00
	65,730 90

Magazines.

At Boston	200 00
At New York	1,000 00
At Washington	150 00
Total for hospitals and magazines	67,080 90

Bureau of Yards and Docks, *October* 16, 1851.

RECAPITULATION.

Civil.

Salaries	$12,600 00
Contingent	1,000 00

Navy.

Pay of the navy	248,266 00
Contingent	302,840 00

Special.

Pay of superintendents	90,960 00
Improvement of navy yards	1,399,359 99*
Do. hospitals	65,730 90
Do. magazines	1,350 00

Navy Department, *November* 12, 1851.

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*Less $15,000, to reduce the estimate to $860,000, being the sum actually required to complete the floating dock at San Francisco, Ca., and is considered as consequent upon the late acquisition of new territory.

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Abstract of offers (embracing as well those which are rejected as those which are accepted) received for furnishing articles coming under the cognizance of the Bureau of Yards and Docks; made in conformity to the act of Congress approved 3d March, 1843.

Offers for supplies for dry dock, New York, under advertisement dated June 6, 1850.

Names of bidders, &c.	Price.	Aggregate.
CLASS No. 2.—*White lead, oil, &c.*		
Storer & Stephenson		*$216
CLASS No. 3.—*Building sand.*—No bid received.		
CLASS No. 4.—*Hard bricks.*—No bid received.		
CLASS No. 5.—*Provender.*		
Lock Catlin		*600
William N. Clem		630
Stephen G. Bogert		699

Offers for stone for Norfolk yard, under advertisement of the navy agent at New York, dated 30th October, 1850.

Names of bidders.	Price.	Aggregate.
Abisha Smith	24, 45 and 26 cents..	$1,799
Thomas Shailer	16, 37 and 25..do...	1,278
Bartlett Smith	20, 39 and 28..do...	1,503
Stephen G. Bogert	22, 35 and 35..do...	1,620
John Leach & Co	15, 50 and 10..do...	*1,215

Offers for supplies for Norfolk navy yard, under advertisement of navy agent, dated 27th May, 1850.

Names of bidders, &c.	Price.	Aggregate.
CLASS No. 1.—*Yellow pine timber.*		
R. A. Worrell		*$3,576 79
William Tatem		3,833 01
John Tunis		3,951 26
H. V. Niemeyer		3,963 10
John McRae		3,968 10

* Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Price.	Aggregate.
CLASS No. 2.—*White pine.*		
Bonsal & Brother		*$2,076 00
E. Gamage		2,157 00
Ferguson & Milhado		2,234 46
Samuel Marsh		2,280 00
John Talbot		2,520 00
CLASS No. 3.—*Slate.*		
Charles Pendergast		*1,332 00
Bonsal & Brother		1,480 00
William Bagly		1,640 00
John A. Higgins		2,200 00
CLASS No. 4.—*Slating nails and lead.*		
Bonsal & Brother		*642 00
John A. Higgins		663 75
Plume & Co		688 50
Stephen Bogert		711 00
E. Gamage		740 25
H. V. Niemeyer		765 00
Dickson, Mallory & Co		819 00
R. A. Worrell		873 00
CLASS No. 5.—*Paints, oils, &c.*		
John A. Higgins		*146 18
Bonsal & Brother		158 65
Dickson, Mallory & Co		176 00
R. A. Worrell		190 70
CLASS No. 6.—*Freestone.*		
Charles Pendergast		*1,078 98
R. A. Worrell		2,376 70

Offers for annual supplies for the navy yard, Portsmouth, N. H., under advertisement dated 10th October, 1850.

Names of bidders, &c.	Price.	Aggregate.
CLASS No. 1.—*Bricks.*		
Enoch Pinkham	$5 95 per thousand	
James H. Card	*5 85...do	

* Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Price.	Aggregate.
Class No. 2.—*Granite.*		
William H. Knowles		$1,189 68
R. W. Ricker		*1,095 82
M. H. Wetherbee		1,831 19
Ezra Eames		1,175 17
Beniah Colburn		1,154 08
S. P. Brown		1,816 80
Class No. 3.—*White pine timber.*		
George W. Jenness		794 06
Isaac P Yeaton		*653 73
George Chelsey		756 71
A. W. [illegible]rssel		980 61
Class No. 4.—*White oak timber.*		
R. C. Cutter		*324 13
S. G. Bogert		155 00
Class No. 5.—*Pine lumber.*		
George Chelsey		*1,067 00
George W. Jenness		1,135 50
S. G. Bogert		1,130 50
Class No. 6.—*Lime.*		
George W. Jenness		*205 40
M. H. Wetherbee		295 10
Samuel Adams		255 00
R. Jenness		204 70
Class No. 7.—*Sand.*		
Samuel Adams		98 75
M. H. Wetherbee		*75 00
Richard Jenness		150 00
Class No. 8.—*Iron, steel, nails, &c.*		
Spalding & Parrott		*412 20
John P. Lyman		458 40
Class No. 9.—*Paints, oils, glass, &c.*		
Richard Jenness		264 08
R. C. Cutter		255 92
M. H. Wetherbee		*285 98
Class No. 10.—*Screws, files, sheet lead, &c.*		
Richard Jenness		522 83
Spalding & Parrott		*440 75
R. C. Cutter		552 35

*Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Price.	Aggregate.
Class No. 11.—*Slating nails.*		
Richard Jen[illegible]		$126 00
R. C. Cutter		*111 37
M. H. Wetherbee		135 00
Drake & Covell		117 00
Class No. 12.—*Engine lathes, drilling and punching machines.*		
J. R. & S. Smith		1,910 00
Essex Company		1,695 00
Lowell Machine Shop		2,050 00
Swanscot Machine Company		1,787 00
S. C. Kennard		*1,260 00
Class No. 13.—*Iron pulley, shaft, and shafting.*		
J. R. & S. Smith	$0 07 per pound.	
Essex Company	*7 do	
Lowell Machine Shop	9 do	
Swanscot Machine Company	12 do	
S. C. Kennard	8 do	
Drake & Covell	7½ do	
Class No. 14.—*Copper belting.*		
J. R. & S. Smith		57 30
Stephen Bogert	2 50 per pound.	
Swanscot Machine Company	87½ do	
S. C. Kennard	67 do	
Drake & Covell		*53 50
R. C. Cutter		91 50
Class No. 15.—*Double acting force-pump, complete.*		
J. R. & S. Smith		150 00
Swanscot Machine Company		250 00
S. C. Kennard		*150 00
S. Gerrish & Company		175 00
Class No. 16.—*Cast iron suction discharge pipes.*		
J. R. & S. Smith	$0 03⅛ per pound.	
Swanscot Machine Company	3¾ do	
S. C. Kennard	3½ do	
Ira Hazleton	*2 4-10 do and 8 00 for hydrant.	
Drake & Covell	2⅜ per pound.	
Class No. 17.—*Stationery.*		
Samuel A. Badger		*$228 27
Class No. 18.—*Anthracite coal.*		
Edward F. Sise & Co.	*7 10 per ton.	
Stephen G. Bogert	8 40 do	
R. C. Cutter	8 00 do	

*Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Price.	Aggregate.
Class No. 19.—*Hard wood.*		
John Rogers		*$109 50
R. C. Cutter		147 50
Hoyt & Burnham		130 00
Class No. 20.—*Charcoal.*		
Jos. D. Welch		160 00
William P. Bennett		155 00
R. C. Cutter		160 00
Hoyt & Burnham		*140 00
Class No. 21.—*Hay.*		
John Rogers		*426 00
James Philbrick		426 00
Hoyt & Burnham		520 00
Class No. 22.—*Corn meal.*		
James Philbrick	$1 95 per 100 lbs.	
Charles Robinson, jr	1 78 do	
R. C. Cutter	*1 78 do	
Class No. 23.—*Tallow, oil, brushes, &c.*		
Mathes & Varrell		*387 00
R. C. Cutter		412 50
Richard Jenness		395 50
Class No. 24.—*Excavation.*		
A. W. Simpson		*4,275 00
Hugh Kumiskey		7,030 00
J. & B. N. Marden		4,845 00
John W. Durgin		6,460 00
John Mugridge		5,700 00
J. H. Titcomb		5,510 00

Offers for annual supplies for the Boston yard, under advertisement dated October 7, 1850.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
Horton, Cordis, & Co.	$4,573 00
William Lang	4,555 00
Nathaniel Swett	*4,296 00
James Harlow	†4,158 00

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
CLASS No. 2.—*Slate, paving stone, and gravel.*	
Oakman & Eldridge	$8,830 00
Horton, Cordis, & Co.	8,630 00
Warren B. Thomas	*8,614 00
George S. Adams	†60 00
CLASS No. 3.—*Fine and spruce lumber, &c.*	
William Lang	*2,172 00
Copeland & Kidder	†2,323 00
CLASS No. 4.—*Oak timber and lumber.*	
William Lang	*1,689 60
Joseph L. Ross	†1,562 50
S. G. Bogert	†1,831 60
Charles Eveleth	†1,660 30
CLASS No. 5.—*White and yellow pine boards, &c.*	
William Lang	*8,365 00
Benjamin Thompson & Co.	7,494 00
Copeland & Kidder	†7,597 00
S. G. Bogert	†8,945 00
CLASS No. 6.—*Slate.*	
William Lang	*4,671 00
Roger Herring	4,680 00
Horton, Cordis, & Co.	4,896 00
Asa Wilbur	†$27 per ton.
CLASS No. 7.—*Lime and hair.*	
William Lang	*705 00
Oakman & Eldridge	733 12
D. Roby & Co.	731 05
Benjamin Thompson & Co.	751 25
G. W. Shaw	†565 00
CLASS No. 8.—*Cement.*	
William Lang	*385 00
D. Roby & Co.	390 00
Benjamin Thompson & Co.	420 00
Horton, Cordis, & Co.	445 00
G. W. Shaw	†425 00
S. G. Bogert	†410 00
CLASS No. 9.—*Iron, steel, spikes, and nails.*	
Horton, Cordis, & Co.	*2,334 00
William Lang	2,367 40
Gay & Stratton	†2,367 70

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 10.—*Paints, oils, glass, &c.*	
Horton, Cordis, & Co	*$2,841 00
William Lang	2,901 50
G. W. Shaw	†2,997 85
Class No. 11.—*Ship-chandlery, &c.*	
Horton, Cordis, & Co	*745 21
William Lang	882 69
Z. Briggs	101 25
Class No. 12.—*Hardware.*	
Horton, Cordis, & Co	*1,220 88
William Lang	1,322 80
Class No. 13.—*Copper.*	
Horton, Cordis, & Co	*1,193 75
William Lang	1,300 00
Class No. 14.—*Stationery.*	
Nathan Merrill	*418 49
Benjamin Loring & Co	525 95
John Marsh	418 83
Class No. 15.—*Sand.*	
Oakman & Eldridge	*329 00
William Lang	330 50
D. Roby & Co	331 00
G. W. Shaw	†455 75
Class No. 16.—*Charcoal.*	
K. S. Chaffee & Co	*266 67
Wesson & Gary	304 00
W. B. Mussey	†15 cents per bushel.
Class No. 17.—*Gum-elastic packing.*	
Horton, Cordis, & Co	*235 00
William Lang	240 00
Class No. 18.—*Hay.*	
William Lang	*1,675 00
B. F. Downer	1,580 00
Benjamin Thompson & Co	1,900 00
G. W. Shaw	†1,850 00
Class No. 19.—*Provender.*	
Wesson & Gary	*647 50

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 20.—*Bituminous coal.*	
William Lang	*$2,600 00
G. W. Shaw	†2,934 00
Class No. 21.—*Anthracite coal.*	
Nathaniel Heath	*8,775 00
Horton, Cordis, & Co.	9,002 00
William Lang	9,235 00
S. G. Bogert	†9,150 00
G. W. Shaw	†9,072 00
Class No. 22.—*Granite.*	
George Penniman	*28,801 30
Henry Backer	30,587 50
A. C. Sanborn	30,710 92
William Lang	28,855 00
John M. Mayo	28,802 87
C. H. Hardwick	†32,385 46
Whitcher & Sheldon	†29,768 40
B. Colburn	†29,721 75
B. B. Newcomb	†27,950 65
Frederick & Field	†28,538 00
Moses Shaw	†23,865 50
Joseph Hewett	†29,206 88
Class No. 23.—*Pine timber.*	
William Lang	*11,809 08
Copeland & Kidder	†10,767 86

Offers for annual supplies for the navy-yard at New York, under advertisement dated October, 1850.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
Edmund B. Peet	*$2,284 60
Leach & Harteau	2,314 00
William W. Black	2,300 00
Bartlett Smith	3,885 00
Class No. 2.—*Stone.*	
Leach & Harteau	*14,786 70
Edmund B. Peet	13,424 60
Thomas Ledgerwood	15,448 50
William W. Black	13,748 70

*Accepted. †Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
CLASS No. 3.—*Pine timber.*	
Martin E. Thompson	$1,588 00
James Bigler	1,345 41
Stephen G. Bogert	1,439 75
Charles Rolfe	*1,333 07
CLASS No. 4.—*Lumber.*	
Francis Church	4,056 05
Martin E. Thompson	4,160 50
Charles Rolfe	*3,865 50
Stephen G. Bogert	*4,288 25
CLASS No. 5.—*Lime, hair, &c.*	
William W. Black	*973 25
Samuel J. Seely	1,050 75
CLASS No. 6.—*Cement.*	
William W. Black	1,356 60
M. W. Woodward	1,224 00
John H. Stephens	*1,147 50
John A. Mitchell	1,122 00
Elias Tomkins	†1,020 00
James Ledgerwood	1,530 00
CLASS No. 7.—*Iron, steel, nails, &c.*	
D. M. Wilson	*687 22
William N. Clem	697 30
Daniel A. Gallaway	734 00
CLASS No. 8.—*Paints, oils, glass, &c.*	
Martin E. Thompson	566 30
Storer & Stephenson	*538 80
CLASS No. 9.—*Ship chandlery, &c.*	
Storer & Stephenson	*2,082 34
CLASS No. 10.—*Hardware, &c.*	
Martin E. Thompson	4,992 80
White & Knapp	‡4,240 00
William N. Clem	*4,182 75
CLASS No. 11.—*Copper.*	
Stephen G. Bogert	62 00
William N. Clem	*62 00
CLASS No. 12.—*Stationery.*	
William A. Wheeler	*$318 90
Lambert & Lane	‡361 83

*Accepted. †Failed to contract. ‡Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
CLASS No. 13.—*Cumberland coal.*	
Tunis Craven	$2,190 00
John A. Mitchell	*1,884 25
CLASS No. 14.—*Anthracite coal.*	
John A. Mitchell	*3,893 50
CLASS No. 15.—*Sand.*	
Leech & Harteau	645 00
William L. Baxter	†967 50
Edmund B. Peet	*537 50
Bartlett Smith	1,262 50
J. Ledgerwood	950 00
William W. Black	567 50
William N. Clem	622 00
CLASS No. 16.—*Charcoal.*	
Daniel Wheeler	400 00
William N. Clem	*360 00
Stephen G. Bogert	480 00
CLASS No. 17.—*India rubber packing.*—No bid received.	
CLASS No. 18.—*Hay.*	
Lock Catlin	840 00
Stephen G. Bogert	840 00
Daniel Kissam	840 00
Gold Silliman	†896 00
Robert Murray, jr	*834 40
William L. Baxter	(†)
CLASS No. 19.—*Provender.*	
Lock Catlin	1,185 25
William L. Baxter	(†)
Robert Murray, jr	*1,138 00
Stephen G. Bogert	1,371 00
Gold Silliman	†1,323 75

Offers for annual supplies for the navy yard, Philadelphia, under advertisement dated October 10, 1850.

Names of bidders, &c.	Aggregate.
CLASS No. 1.—*Bricks.*	
Daniel S. Grice	$3,300 00
William Kirk	*†1,842 50

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 2.—*Granite, &c.*	
H. L. Powell	$4,564 50
Spencer McIlvain	4,293 00
J. C. Leiper	*3,824 50
Class No. 3.—*White pine timber, &c.*	
Daniel S. Grice	16,997 95
George W. Churchman	13,393 22
Halloway Lewis	12,269 10
M. Van Dusen, jr.	(†)
William S. Shultz	*12,250 92
Class No. 4.—*Oak timber, &c.*	
William B. Hahn	166 50
Stephen G. Bogert	122 00
Matthew Van Dusen	*103 78
Class No. 5.—*Plank and boards.*	
Daniel S. Grice	1,428 65
Stephen G. Bogert	1,398 65
Matthew Van Dusen, jr.	1,361 46
R. & W. Clark	(‡)
Joseph Singerly	*†1,386 12
Class No. 6.—*Slate.*	
Stephen G. Bogert	156 00
William Sagee	*154 00
Class No. 7.—*Lime.*	
William Sagee	*540 00
Class No. 8.—*Cement.*	
Stephen G. Bogart	420 00
Elias Tomkins	*390 00
Class No. 9.—*Iron, nails, &c.*	
Daniel A. Galloway	1,308 50
Potts & Roberts	1,162 87
Bowlby & Brenner	963 50
Baxter & Brothers	*960 45
R. T. Etting & Brother	(‡)
Robbins & Verree	(‡)
Class No. 10.—*Paints, oil, &c.*	
Jesse Williamson	†318 49
William Sagee	*316 79

* Accepted. † Informal. ‡ Incomplete, &c.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 11.—*Rope, blocks, &c.*	
Daniel S. Grice	$1,805 62
James D. Weatham	1,604 49
J. Weatham & Son	1,421 47
George J. Weaver & Co	*1,347 25
Class No. 12.—*Hardware.*	
Davenport & Eldridge	173 79
Bowlby & Brenner	168 78
William M. McClure	159 02
Baxter & Brothers	*150 25
Paul J. Field	(‡)
Class No. 13.—*Stationery.*	
Daniel S. Grice	426 78
William H. Maurice	362 84
Joseph Hufty	*269 00
Class No. 14.—*Cumberland coal.*	
Stephen G. Bogart	417 00
William H. Gunnell	872 00
Daniel S. Grice	857 00
J. J. McCahen	*854 00
Class No. 15.—*Anthracite coal.*	
Daniel S. Grice	325 00
John L. Griffies	*250 00
S. G. Bogert	275 00
Class No. 16.—*Sand and gravel.*	
W. H. Lowry	786 37
Lester Fuller	*728 75
Class No. 17.—*Hay and straw.*	
Daniel S. Grice	530 00
S. G. Bogert	488 00
Joseph Singerly	*486 00
Class No. 18.—*Provender.*	
Daniel S. Grice	240 45
Joseph Singerly	*239 70
Class No. 19.—*Hose, brushes, &c.*	
Joseph Singerly	*2,458 97

* Accepted. ‡ Incomplete.

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Abstract of offers—Continued.

Offers for annual supplies for the Naval Asylum, Philadelphia, under the advertisement dated July 18, 1850.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Clothing.*	
J. A. Robeno	*$3,806 00
William L. Hirst & Co	3,895 25
Anson Bangs	†3,663 70
Class No. 2.—*Hats, shoes, &c.*	
F. Buck	*1,046 30
J. Rhea	1,108 12
M. Brown	1,150 00
Anson Bangs	†1,077 00
David B. Pryor	(†)
Class No. 3.—*Provisions.*	
David Woelpper	*4,763 25
Christian Heishley	4,766 25
Class No. 4.—*Groceries.*	
W. L. Maddock	*3,351 75
W. M. Powell	3,352 30
Seward & Bangs	3,488 30
W. Patton	3,487 40
Class No. 5.—*Bread.*	
W. W. Barns	*1,140 00
Mary McCaffrey	1,150 00
Henry Lamb	1,160 00
James McGittigen	1,240 00
Class No. 6.—*Tobacco.*	
W. L. Maddock	*487 50
W. Patton	500 00
W. M. Powell	550 00
Class No. 7.—*Wood and coal.*	
J. S. Riley	*1,240 00
F. E. Cross	1,307 00
Hamilton & Neff	1,533 00
Class No. 8.—*Milk.*	
George Simon	*540 00
C. Heishley	780 00

*Accepted. †Informal.

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Abstract of offers—Continued.

Offers for annual supplies for the Norfolk navy-yard, under the advertisement dated October 8, 1850.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
F. H. Smith	*$4,365 00
Bonsal & Brother	5,690 00
Ferguson & Milhado	6,379 50
Class No. 2.—*Stone.*	
Charles Pendergast	*471 88
Class No. 3.—*Yellow pine timber.*	
Bonsal & Brother	*1,571 24
D. D. Simmons	1,589 16
Ferguson & Milhado	1,806 37
William Tatem	1,843 53
F. Church	1,955 80
Class No. 4.—*White and yellow pine boards.*	
Bonsal & Brother	*2,992 00
Ferguson & Milhado	3,161 00
J. M. Drowry	3,511 75
J. Bigler	3,689 00
D. D. Simmons	3,965 00
Class No. 5. *Slate.*	
Bonsal & Brother	*693 28
S. J. Bigler	725 76
Charles Pendergast	734 72
John A. Higgins	1,120 00
Class No. 6.—*Lime and hair.*	
Ferguson & Milhado	*432 20
Bonsal & Brother	446 00
Class No. 7.—*Cement.*	
Bonsal & Brother	*49 70
Ferguson & Milhado	50 75
S. G. Bogert	52 15
D. D. Simmons	105 00
Class No. 8.—*Iron, steel, spikes, &c.*	
Bonsal & Brother	*711 75
Dickson, Mallory, & Co	752 40
John A. Higgins	839 30
Class No. 9—*Paints, oils, and glass.*	
Dickson, Mallory, & Co	*1,053 62
John A. Higgins	1,098 90
Bonsal & Brother	1,122 23
E. T. Haynes	1,766 35

* Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
CLASS No. 10.—*Ship chandlery.*	
Bonsal & Brother	*$1,268 47
John A. Higgins	1,308 18
Dickson, Mallory, & Co	1,352 90
CLASS No. 11.—*Hardware.*	
Bonsal & Brother	*848 06
John A. Higgins	1,063 60
E. P. Tabb & Co	1,119 19
CLASS No. 12.—*Copper, copper and composition sheathing, nails, &c.*	
Bonsal & Brother	*768 80
S. G. Bogert	797 00
John A. Higgins	808 00
Dickson, Mallory, & Co	871 00
CLASS No. 13.—*Stationery.*	
Vickery & Griffith	*614 60
Bonsal & Burroughs	615 17
CLASS No. 14.—*Virginia bituminous coal.*	
Butler & Camp	*3,993 75
J. H. Cox	4,410 00
John A. Higgins	6,420 00
E. T. Haynes	4,380 00
CLASS No. 15.—*Sand.*	
D. D. Simmons	*336 00
Dickie Galt	385 00
J. A. Higgins	420 00
CLASS No. 16.—*Charcoal.*	
Daniel J. Turner	*285 00
CLASS No. 17.—*Hay.*	
T. J. Hobday & Co	*1,110 00
Ferguson & Milhado	1,185 00
Butler & Camp	1,275 00
B. B. Mosely	1,350 00
F. Church	1,260 00
CLASS No. 18.—*Provender.*	
T. J. Hobday & Co	*1,802 50
William Tatem	2,020 00
B. B. Mosely	2,100 00
H. F. Woodhouse	2,113 00
John C. Wise	2,380 00

*Accepted.

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Abstract of offers—Continued.

Offers for annual supplies for the Pensacola navy-yard, under the advertisement dated 12th October, 1850.

Names of bidders.	Aggregate.
Class No. 1.—*Pine timber.*	
Jesse C. Allen	*$4,661 18
Alexander McVoy	7,625 61
J. R. Chapman	7,919 20
Joseph Hall	5,878 68
M. J. Herrington	5,490 12
Class No. 2.—*Ash plank, &c.*	
Alexander McVoy	325 00
William L. Williams	259 61
Peter Parker	227 50
John W. Mayo	*147 50
S. G. Bogert	286 00
Class No. 3.—*Pine boards and lumber.*	
Alexander McVoy	1,557 10
William L. Williams	1,400 10
Peter Parker	1,513 72
John W. Mayo	1,599 60
William J. Keyser	*1,388 50
Class No. 4.—*Slate.*	
Alexander McVoy	285 00
S. G. Bogert	*240 00
J. M. Stanard	253 50
Pattison & Avery	600 00
Class No. 5.—*Lime.*	
Alexander McVoy	2,031 50
J. M. Stanard	2,118 40
Pattison & Avery	2,145 90
Chester P. Knapp	*1,762 50
S. J. Seely	2,937 00
Class No. 6.—*Cement.*	
Alexander McVoy	1,994 40
S. G. Bogert	1,761 72
J. M. Stanard	1,883 60
Pattison & Avery	1,972 24
Chester P. Knapp	1,927 92
Lawrence Cement Company	1,883 60
Francis Church	*1,695 24
Class No. 7.—*Iron, iron nails, and spikes.*	
Alexander McVoy	437 61
J. M. Stanard	*382 10
Pattison & Avery	519 30
Samuel Locke	433 55

*Accepted.

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Abstract of offers—Continued.

Names of bidders.	Aggregate.
CLASS No. 8.—*Paints, oils, glass, &c.*	
Alexander McVoy	$970 29
J. M. Stanard	930 40
Pattison & Avery	920 20
Samuel Locke	*835 30
CLASS No. 9.—*Ship chandlery.*	
Alexander McVoy	640 40
Pattison & Avery	561 90
Samuel Locke	*434 97
CLASS No. 10.—*Hardware.*	
Alexander McVoy	343 70
J. M. Stanard	289 01
Pattison & Avery	*256 58
Samuel Locke	257 50
CLASS No. 11.—*Copper, composition nails, &c.*	
Alexander McVoy	5,231 66
S. G. Bogert	*6,536 10
J. M. Stanard	4,713 80
Francis Church	6,952 54
Samuel Locke	6,757 98
Henry Hendricks	6,557 77
CLASS No. 12.—*Stationery.*	
Alexander McVoy	555 80
J. M. Stanard	297 75
Chester P. Knapp	335 50
Lambert & Lane	334 06
W. A. Wheeler & Co	318 26
Charles G. Barkley	*278 55
CLASS No. 13.—*Firewood.*	
Alexander McVoy	1,050 00
Pattison & Avery	1,035 00
Chester P. Knapp	822 00
W. B. Davis	*813 00
A. G. Bullard	936 00
CLASS No. 14.—*Charcoal.*	
Alexander McVoy	450 00
William J. Keyser	*281 25
Chester P. Knapp	300 00
E. Hendron	300 00
Jesse Pritchett	285 00

*Accepted.

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Abstract of offers—Continued.

Names of bidders.	Aggregate.
Class No. 15.—*Machine felting.*	
Alexander McVoy	$482 50
S. G. Bogert	*225 00
J. M. Stanard	365 00
Pattison & Avery	376 50
Class No. 16.—*Hay.*	
Alexander McVoy	1,625 00
S. G. Bogert	1,527 50
J. M. Stanard	*1,300 00
Pattison & Avery	1,560 00
Chester P. Knapp	1,560 00
Francis Church	1,397 50
W. B. Davis	1,495 00
H. F. Ingraham	1,625 00
Class No. 17.—*Provender.*	
Alexander McVoy	3,200 00
J. M. Stanard	3,000 00
Pattison & Avery	2,800 00
Chester P. Knapp	2,780 00
H. F. Ingraham	*2,520 00
MISCELLANEOUS.	
Class No. 1.—*Pine timber.*	
Jesse C. Allen	*720 00
James Foshee	900 00
Alexander McVoy	840 00
Joseph Hall	900 00
Willis Sturdevant	720 00
Class No. 3.—*Pine boards and lumber.*	
Alexander McVoy	609 00
C. P. Knapp	495 50
John W. Mayo	546 00
William J. Keyser	*470 00
Class No. 7.—*Iron, iron nails and spikes.*	
Alexander McVoy	402 40
J. M. Stanard	*368 50
Pattison & Avery	498 90
Samuel Locke	369 10
Class No. 8.—*Paints, oils, glass, &c.*	
Alexander McVoy	1,965 50
Pattison & Avery	1,861 75
Samuel Locke	*1,652 25
John B. Todd	1,782 25

* Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 10.—*Hardware.*	
Alexander McVoy	$1,757 19
J. M. Stanard	1,618 80
Pattison & Avery	1,689 90
Samuel Locke	*1,524 60

Offers for annual supplies for the navy yard, Memphis, under the advertisement dated November 1, 1850.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
W. A. Bickford	*$15,868 88
J. S. Mans	†13,871 42
Class No. 2.—*Stone.*	
Thomas James & W. R. Brown	†6,136 50
J. S. Mans	†6,120 90
Andrew Oberly	*5,507 50
Class No. 3.—*Lumber and piles.*	
James Roark	(†)
J. S. Mans	†8,934 79
Brown & Dowell	†7,138 70
W. A. Bickford	*7,347 79
C. C. Vanzandt	8,817 99
K. J. B. L. Winn	8,417 98
Class No. 4.—*Slate and tile.*	
John Shelby	3,108 23
William A. Bickford	3,120 73
J. S. Mans	†2,860 72
Daniel Hughes	*2,972 87
Class No. 5.—*Lime.*	
J. S. Mans	†2,806 25
Daniel Hughes	*2,087 85
Thomas James & W. R. Brown	†3,143 00
J. F. McKenney	†1,964 37
W. A. Bickford	2,200 10
Class No. 6.—*Cement.*	
J. S. Mans	†1,477 50
John Shelby	*1,280 50
William A. Bickford	1,536 60
J. F. McKenney	†1,379 00
Mosby & Hunt	†1,182 00

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 7.—*Iron, steel, spikes, &c.*	
Q. C. Atkinson	†$468 39
J. M. McCombs	†393 12
Class No. 8.—*Paints, oil and glass.*	
William A. Bickford	*554 00
Class No. 9.—*Hardware.*	
J. M. McCombs	†632 33
Class No. 10.—*Sheet copper.*	
Q. C. Atkinson	†253 89
J. M. McCombs	†245 70
W. A. Bickford	*245 70
Class No. 11.—*Stationery.*	
S. H. Lamb	*210 75
Class No. 12.—*Coal.*	
W. A. Bickford	*4,100 00
Class No. 13.—*Sand.*	
Wm. McKeon	*2,024 19
Daniel Hughes	3,636 30
James Roark	†2,381 77
J. S. Mans	†3,030 25
W. A. Bickford	†606 05
Class No. 14.—*Charcoal.*—[No bids received.]	
Class No. 15.—*Hay.*	
J. F. McKenney	†398 00
W. A. Bickford	500 00
E. J. Davis	*400 00
Class No. 16.—*Corn, oats and rye.*	
J. F. McKenney	†1,545 00
E. J. Davis	*1,645 00

* Accepted. † Informal.

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Abstract of offers—Continued.

Offers for annual supplies for the navy yard, Washington, under advertisement dated 4th October, 1850.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
Geo. B. Smith	$5,698 45
A. & S. A. Richards	*5,486 75
S. A. Richards	5,732 25
Class No. 2.—*Stone.*	
W. G. Emory	*1,110 00
Class No. 3.—*Oak timber and lumber.*	
Stephen G. Bogert	*445 00
James White	618 96
John Purdy	(†)
Class No. 4.—*White and yellow pine boards.*	
Wm. H. Gunnell	*3,563 00
S. Bigler	3,710 00
Joseph Bryan	4,103 00
W. Abrahams	5,487 50
P. M. Pearson & Co	3,646 30
Th. Blagden	4,046 25
Bonsal & Brother	3,620 00
Class No. 5.—*Slate.*	
Z. Jones	45 00
Stephen G. Bogert	*24 00
Bonsal & Bro	47 50
Class No. 6.—*Lime.*	
Wm. Easby	912 00
A. Hoover	885 00
A. E. Smoot	‡854 25
P. M. Pearson & Co	*834 66
Class No. 7.—*Cement.*	
S. G. Bogert	*34 00
P. M. Pearson & Co	37 20
C. L. Ondersluys	38 00
Bonsal & Bro	36 80
Class No. 8.—*Iron, steel, spikes, &c.*	
Adirondac S. M. Co	§782 40
C. L. Ondersluys	8,395 75
H. Keller	‖6,600 00
Geo. Adams	9,279 06
A. E. Smith	8,670 35
Bonsal & Bro	*7,978 92
E. Ellicott	(†)

* Accepted. † Informal. ‡ No duplicate. § Steel only. ‖ Pig iron only.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 9.—*Paints, oil and glass.*	
Geo. Adams	$2,508 94
A. E. Smith	1,954 52
O. Whittlesey	*2,000 25
Jno. K. Graham	2,167 23
Wetherald & Bro	2,310 81
Bonsal & Bro	2,165 04
Class No. 10.—*Ship chandlery.*	
A. E. Smith	924 55
Bonsal & Bro	*871 50
Class No. 11.—*Hardware.*	
A. E. Smith	4,038 79
E. Wheeler	4,292 18
Saml. H. Bibighaus & Co	4,295 23
Bonsal & Bro	*3,943 50
Class No. 12.—*Copper.*	
A. E. Smith	660 00
H. McKim	528 00
Stephen G. Bogert	544 50
Bonsal & Bro	*616 00
Class No. 13.—*Stationery.*	
Garrett Anderson	*340 00
Class No. 14.—*Virginia bituminous coal.*	
A. S. Wooldridge, president M. D. C. M. Co	*2,300 00
Class No. 15.—*Cumberland coal.*	
William H. Gunnell	6,224 50
Thomas Hunter	5,907 50
Fowle & Co	5,249 68
Daniel C. Bruce, agent	5,365 00
W. W. Davis	*5,169 50
Class No. 16.—*Anthracite coal.*	
Stephen G. Bogert	442 00
P. M. Pearson & Co	*373 10
William H. Gunnell	421 20
Class No. 17.—*Firewood.*	
W. B. Scott	600 00
J. White	730 00
P. Otterback	*598 00
George B. Smith	700 00

* Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 18.—*Sand.*	
Z. Jones	*$513 47
G. B. Smith	674 10
Class No. 19.—*Charcoal.*	
W. B. Scott	550 00
P. Otterback	575 00
John Turner	†600 00
J. H. King	750 00
W. H. Gunnell	575 00
G. B. Smith	600 00
Eli Dyer	*450 00
George W. Stewart	†600 00
P. M. Pearson & Co	612 50
Class No. 20.—*Belting.*	
A. E. Smith	448 30
Bonsal & Brother	658 00
Stephen G. Bogert	568 20
H. S. Macombs	*446 84
J. H. Haskell	†458 64
Class No. 21.—*Hay.*	
William B. Scott	237 00
P. Otterback	214 20
Z. Jones	*213 60
Class No. 22.—*Provender.*	
Wm. B. Scott	*460 80
Z. Jones	494 40
P. Otterback	580 80
J. H. King	552 00

Offers for annual supplies for the navy-yard at Kittery, Me., under advertisement dated May 1, 1851.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
Moses Gage	$1,285 00
William Card	*1,075 00
Samuel Adams	1,110 00

* Accepted. † No duplicate.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 2.—*Granite.*	
E. H. & H. S. Dyer	$8,780 52
Wm. H. Knowlton	7,091 75
J. B. Whetcher	6,907 60
Ezra Eames	*6,035 27
Allen Treat	7,625 76
B. Colbourn	6,604 10
N. H. Wetherbee	6,704 36
S. P. Brown and M. Wescott	7,929 44
R. W. Ricker	6,892 22
Class No. 3.—*Yellow pine.*	
Samuel Adams	3,335 85
S. G. Bogert	*2,150 12
Class No. 4.—*W. O. wharf piles.*	
J. M. Mathes	240 00
S. G. Bogert	*160 00
Lewis Hayes	†49 08
Class No. 5.—*White pine.*	
George Chesley	1,600 00
James Pickering & Co	*1,463 00
Class No. 6.—*Lime and cement.*	
J. M. Mathes	*287 50
Samuel Adams	318 75
Richard Jenness	434 37
Class No. 7.—*Sand.*	
Dexter Roby	87 50
Lewis Hayes	*87 50
Wm. Brooks	100 00
Samuel Adams	93 75
Class No. 8.—*Iron, nails, &c.*	
Ira Hazelton	(†)
Spalding & Parrot	*399 79
Class No. 9.—*Miscellaneous articles.*	
Ralph C. Cutter	193 92
Richard Jenness	*179 50
Class No. 10.—*Copper.*	
Ralph C. Cutter	*385 61

*Accepted. †Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
CLASS No. 11.—*Paints, oil and glass.*	
Richard Jenness	*$1,131 97
R. C. Cutter	1,261 12
CLASS No. 12.—*Excavating well, pumps and lead pipe.*	
Lewis Hays	472 50
Nathan Clough	*400 00
Hanson H. Adams	410 00
CLASS No. 13.—*Slate.*	
R. Jenness	*757 50
S. G. Bogert	750 00
CLASS No. 14.—*Stationery.*	
John W. and J. H. Foster	*168 27
CLASS No. 15.—*Hickory and rock maple.*	
Hoit and Burnham	*160 00
Darius Fink	157 40
CLASS No. 17.—*Hay.* (*No offer for class* 16.)	
James Philbrick	*410 00
CLASS No. 18.—*Indian corn meal.*	
James Philbrick	375 00
Charles Robinson	*324 00
R. C. Cutter	310 00
CLASS No. 19.—*Ship chandlery.*	
Richard Jenness	*464 84
R. C. Cutter	473 50
CLASS No. 20.—*Removing earth and stone.*	
N. W. Simpson	9,789 10
John Mugridge	9,881 45
J. W. Durgin	10,527 90
James Marden	10,897 30
J. H. Titcomb	*7,849 75

*Accepted.

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Abstract of offers—Continued.

Offers for annual supplies at the navy-yard, Boston, under advertisement dated May 7, 1851.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Pine and spruce lumber and timber.*	
Robert Todd	*$901 50
William Lang	905 00
S. P. Brown	1,012 00
Class No. 2.—*Hard wood and oak timber and lumber.*	
Robert Todd	*1,165 50
William Lang	1,170 00
Class No. 3.—*White and yellow pine boards and lumber.*	
William Lang	*1,770 00
Robert Todd	1,828 00
Class No. 4.—*Iron, steel, spikes and iron nails.*	
William Lang	*1,730 30
Horton, Hall & Co	1,739 40
George Adams	2,155 35
Class No. 5.—*Paints, oils, glass, &c.*	
William Lang	*2,504 95
Horton, Hall & Co	2,537 62
Class No. 6.—*Ship chandlery.*	
Horton, Hall & Co	*646 13½
William Lang	831 72
George Adams	858 75
Class No. 7.—*Hardware.*	
Horton, Hall & Co	*1,255 20
William Lang	1,311 06
Class No. 8.—*Copper.*	
William Lang	*460 00
Horton, Hall & Co	467 50
Class No. 9.—*Stationery.*	
John Marsh	*387 18
Nathan Merrill	389 95

* Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
CLASS No. 10.—*Charcoal.*	
K. S. Chaffee	*$240 00
William Lang	272 00
CLASS No. 11.—*Gum-elastic packing.*	
William Lang	*227 50
Horton, Hall & Co	235 00
George Adams	300 00
CLASS No. 12.—*Hay and straw.*	
George Adams	*1,185 00
William Lang	1,230 75
CLASS No. 13.—*Provender.*	
Bresson & Gary	*716 00

Offers for supplies at the New York navy yard, under the navy agent's advertisement dated May 7, 1851.

Names of bidders, &c.	Aggregate.
CLASS No. 1.—*Bricks.*	
John Leech & Co	$566 00
Edmund B. Peet	488 60
Francis Church	*380 00
CLASS No. 2.—*Stone.*	
John Leech & Co	2,560 00
Edmund B. Peet	*2,450 00
CLASS No. 3.—*Pine timber.*	
Anson Bangs	29,179 33
Alpheus Forbes	22,547 69
Campbell & Moody	20,880 81
Badger, Peck & Co	*18,753 75
CLASS No. 4.—*Oak lumber, &c.*	
Anson Bangs	626 00
J. G. Bogert	*585 30
James Bigler	594 80
Campbell & Moody	642 72

* Accepted,

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 5.—*Pine lumber.*	
Anson Bangs	$3,100 80
Alpheus Forbes	2,324 10
J. G. Bogert	2,456 08
James Bigler	*2,222 80
Campbell & Moody	2,315 45
Class No. 6.—*Lime.*	
Samuel J. Seely	*262 50
Class No. 7.—*Cement.*	
Elias Tompkins	*1,000 00
John H. Stevens	1,050 00
Class No. 8.—*Iron.*	
Storer & Stephenson	1,575 10
J. G. Bogert	*1,247 60
Class No. 9.—*Paints.*	
Storer & Stephenson	*1,905 80
Class No. 10.—*Ship chandlery.*	
Storer & Stephenson	*1,329 80
Class No. 11.—*Hardware.*	
J. G. Bogert	†4,755 25
William N. Clem	*4,877 46
Class No. 12.—*Copper, &c.*	
Uriah Hendricks	*3,550 00
Storer & Stephenson	4,020 00
William N. Clem	4,200 00
Class No. 13.—*Stationery,*	
Lambert & Lane	*367 56
Brown & Co	†338 77
Class No. 14.—*Gravel, &c.*	
John Leech & Co	2,160 00
Edmund B. Peet	1,509 00
William N. Clem	*1,449 00
Robert Murray, jr	1,515 00

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 15.—*Charcoal.*	
Storer & Stephenson	$240 00
William N. Clem	*170 00
Henry Harteau	190 00
Class No. 16.—*Packing.*	
J. G. Bogert	*50 00
Class No. 17.—*Hay.*	
J. G. Bogert	864 00
William N. Clem	*756 00
Lock Catlin	837 50
Daniel Wheeler	1,080 00
Robert Murray, jr	904 50
Class No. 18.—*Provender.*	
William N. Clem	1,203 00
Lock Catlin	1,192 25
Daniel Wheeler	1,393 00
Robert Murray, jr	*1,186 50

Offers for annual supplies at the navy yard, Philadelphia, under navy agent's advertisement dated May 10, 1851.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
Daniel S. Grice	$588 90
William Kirk	575 00
Lester Fuller	*480 90
Class No. 2.—*Stone and gravel.*	
L. Bartle	(†)
Lester Fuller	*1,306 00
Class No. 3.—*Hemlock timber.*	
Joseph Singerly	2,100 00
William S. Shultz	*1,575 00
Class No. 4.—*White pine and ash lumber.*	
William S. Shultz	*1,105 00

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 5.—*Iron, steel, and iron bolts.*	
Bowlby & Brenner	$1,126 70
E. J. Etting & Brother	1,071 70
Baxter & Brother	*1,064 70
Class No. 6.—*Miscellaneous.*	
W. F. Miskey	*2,682 57
A. H. Hinkle & Son	2,929 77
Class No. 7.—*Hardware.*	
Bowlby & Brenner	382 30
Paul J. Field	852 56
Baxter Brothers	*341 96
Class No. 8.—*Stationery.*	
James Hufty	*284 58
Charles Kemble	(†)
Class No. 10.—*Hay and straw.*	
J. Milner	589 60
J. Singerly	*556 75
Class No. 11.—*Provender.*	
J. Milner	305 00
J. Singerly	*284 00

Offers for annual supplies for the United States Naval Asylum, under navy agent's advertisement dated May 10, 1851.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Clothing.*	
A. Robino	*$4,043 00
Class No. 2.—*Hats, boots and shoes.*	
William Carlin	1,458 75
William Muldoon	*1,128 37
James Rhea	1,301 25
F. Buck	1,162 00
Class No. 3.—*Bread.*	
W. W. Barns	*1,300 00

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
CLASS No. 4.—*Tobacco.*	
W. L. Maddock	$1,025 00
Henry E. Ulrich	*975 00
CLASS No. 5.—*Milk.*	
C. Heishly	540 00
George Simons	*537 00
CLASS No. 6.—*Miscellaneous.*	
C. Heishly	4,328 00
D. Wœlpper	*4,323 75
CLASS No. 7.—*Groceries.*	
S. & E. Castner	3,899 50
W. L. Maddock	*3,893 75
CLASS No. 8.—*Miscellaneous.*	
A. R. Gemeny	*516 98
CLASS No. 9.—*Miscellaneous.*	
Thomas E. Baxter	*470 00
CLASS No. 10.—*Paints, oils, &c.*	
Henry Hillary	(†)
Jeremiah Fleckwire	120 16
Jesse Williamson, jr.	*114 85
CLASS No. 11.—*Sundries.*	
Henry Ulrich	*290 00

Offers for annual supplies at the navy yard, Washington, under navy agent's advertisement dated May 9, 1851.

Names of bidders, &c.	Aggregate.
CLASS No. 1.—*Bricks.*	
A. & T. A. Richards	*$2,724 00
George B. Smith	2,868 00

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 2.—*Stone.*	
H. N. & J. W. Easby	$4,650 00
Z. Jones	*3,356 75
E. D. McClenahan	3,977 50
Class No. 3.—*Pine timber.*	
Z. Jones	31,316 51
William S. Shultz	*25,867 21
Davies E. Bruner	27,544 51
Anson Bangs	43,228 41
James S. Fenwick	33,834 48
Peter Gorman	31,042 17
Class No. 4.—*Lumber and timber.*	
Z. Jones	*851 00
Class No. 5.—*White and yellow pine boards and lumber.*	
P. M. Pearson & Co	9,049 00
S. G. Bogert	*7,644 00
Z. Jones	8,488 10
Anson Bangs	8,361 00
Davies E. Bruner	8,787 50
Bonsal & Brother	7,980 00
Class No. 6.—*Lime.*	
A. W. Denham	1,612 00
P. M. Pearson	*1,254 40
Samuel J. Seeley	1,792 00
James M. Shaw	1,587 20
Avery E. Smoot	1,484 80
Bonsal & Brother	1,907 20
Samuel Stott	1,536 00
Class No. 7.—*Iron, steel, spikes, &c.*	
Charles L. Ondersluys	6,346 72
Ballard Chadburn & Co	6,430 03
A. E. Smith	6,415 43
Bonsal & Brother	*6,031 10
Class No. 8—*Paints, oils, glass, &c.*	
Storer & Stephenson	†2,452 25
O. Whittlesey	*2,488 15
James M. Shaw	†2,697 50
Kennedy & Hill	†2,398 92
A. E. Smith	2,538 04
Bonsal & Brother	2,490 15
Addison Conway	†2,613 39

* Accepted. † Informal.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 9.—*Ship chandlery.*	
Storer & Stephenson	$1,770 00
S. G. Bogert	*1,362 70
Bonsal & Brother	1,440 00
Class No. 10.—*Hardware.*	
Horton, Hall & Co	5,551 40
S. G. Bogert	*5,392 25
A. E. Smith	5,430 92
Bonsal & Brother	5,450 33
E. M. Linthicum & Co	†5,583 21
Class No. 11.—*Copper.*	
Bonsal & Brother	*384 30
Class No. 12.—*Stationery.*	
Garret Anderson	†464 00
William Fischer	*316 51
Class No. 13.—*Fire wood.*	
P. Otterback	*596 00
Samuel Stott	600 00
Class No. 14.—*Sand.*	
James Rustige	*417 10
William H. Gunnell	728 20
Class No. 15.—*Charcoal.*	
Eli Dyer	*600 00
William H. Gunnell	735 00
P. Otterback	630 00
Class No. 16.—*Belting.*	
Bonsal & Brother	*573 44
Class No. 17.—*Hay and straw.*	
Addison Conway	†306 00
James S. Fenwick	313 80
P. Otterback	*245 88
Z. Jones	279 00
Samuel Stott	264 00
Class No. 18.—*Provender.*	
Z. Jones	547 20
P. Otterback	*513 60
Samuel Stott	528 00
Addison Conway	619 20

*Accepted. †Informal.

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Abstract of offers—Continued.

Offers for supplies at the Norfolk navy-yard, under navy agent's advertisement, dated May 5, 1851.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
Charles Pendergast	*$9,040 50
S. H. Phillips	9,688 46
Class. No. 2.—*Stone.*	
Charles Pendergast	*4,428 59
C. & N. Green	5,394 14
Class No. 3.—*Yellow pine timber.*	
William Tatem	*3,910 04
Bonsal & Brother	4,890 49
D. D. Simmons	4,072 22
J. A. Higgins	9,481 26
Class No. 4.—*White and yellow pine boards.*	
Bonsal & Brother	*4,337 50
D. D. Simmons	4,904 18
J. A. Higgins	7,687 50
Class No. 5.—*Slate.*	
S. G. Bogert	*932 88
Bonsal & Brother	948 48
Charles Pendergast	1,038 96
John A. Higgins	1,638 00
Class No. 6.—*Lime.*	
J. A. Higgins	*1,282 50
S. J. Seeley	1,330 00
Bonsal & Brother	1,391 75
Class No. 7.—*Cement.*	
Bonsal & Brother	*851 40
S. G. Bogert	917 40
J. A. Higgins	1,188 00
Welb & Jaquenau	1,188 00
Class No. 8.—*Steel, spikes, nails, &c.*	
Bonsal & Brother	*608 00
E. P. Tabb & Co	670 20
Dickson, Mallory & Co	674 70
S. G. Bogert	675 60
J. A. Higgins	739 50

*Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 9.—*Paints, oils, &c.*	
Bonsal & Brother	*$2,617 95
Kennedy & Hill	2,666 78
Dickson, Mallory & Co	2,769 19
J. A. Higgins	.....
Class No. 10.—*Ship chandlery.*	
Bonsal & Brother	*1,397 82
J. A. Higgins	1,683 72
Dickson, Mallory & Co	1,723 59
Class No. 11.—*Hardware.*	
Bonsal & Brother	*1,996 80
E. P. Tabb & Co	2,489 50
J. A. Higgins	2,775 25
Class No. 12.—*Stationery.*	
Vickery & Griffith	*371 62
C. Hall & Co	388 30
R. C. Barclay	429 92
Class No. 13.—*Charcoal.*	
Daniel J. Turner	*540 00
J. A. Higgins	810 00
Class No. 14.—*Hay.*	
James Scott	*1,260 00
J. A. Higgins	1,275 00
B. B. Mosely	1,410 00
Armistead & Bourk	1,425 00
F. Zantzinger	1,500 00
Robert Dickson	1,500 00
Class No. 15.—*Hominy, &c.*	
William Tatem	*1,936 00
James Scott	2,047 00
Robert Dickson	2,080 50
J. A. Higgins	2,411 00
Armistead & Bourk	2,436 00
B. B. Moseley	2,232 50
F. Zantzinger	2,492 50
Class No. 16.—*Sand.*	
D. D. Simmons	*450 00
F. Zantzinger	800 00

*Accepted.

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Abstract of offers—Continued.

Offers for annual supplies at the navy-yard, Pensacola, under navy agent's advertisement, dated May 16, 1851.

Names of bidders, &c.	Aggregate.
Class No. 1.—*Bricks.*	
Walter L. Cozzens	$2,680 00
Henry Slayback	2,354 20
Alexander McVoy	2,975 00
Jesse Pritchett	2,362 50
Henry F. Ingraham	*2,117 50
James Gonzalez	2,119 00
F. H. Smith	3,080 00
Class No. 2.—*Pine lumber.*	
James H. Cox	12,967 21
Miles J. Herrington	*10,178 66
Jesse C. Allen	21,784 85
Joseph Hall	21,178 73
Class No. 3.—*Ash plank.*	
William J. Keyser	*60 00
Class No. 4.—*Pine and juniper boards and lumber.*	
Alexander McVoy	5,174 71
William J. Keyser	5,041 11
C. P. Knapp	*3,402 51
Class No. 5.—*Slate.*	
Alexander McVoy	1,681 75
J. M. Stanard	1,822 80
David Rea	1,953 00
Francis Church	1,714 30
Stephen G. Bogart	1,790 25
Bonsal & Brother	*1,562 40
Class No. 6.—*Lime.*	
Alexander McVoy	1,107 70
C. P. Knapp	1,166 00
J. M. Stanard	1,078 65
Francis Church	1,066 89
Bonsal & Brother	*1,049 40
A. L. Avery	1,206 81
Samuel Seeley	1,107 70

* Accepted.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 7.—*Cement.*	
Alexander McVoy	$13,971 25
C. P. Knapp	16,292 00
J. M. Stanard	15,004 00
Francis Church	15,112 50
Stephen G. Bogert	14,965 00
Bonsal & Brother	*13,605 00
A. L. Avery	18,685 00
Anson Bangs	20,275 00
Elias Ellicott	16,190 70
Storer & Stephenson	16,443 75
Class No. 8.—*Iron, steel, spikes, &c.*	
Bonsal & Brother	*6,400 00
A. L. Avery	6,311 00
Class No. 9.—*Paints, oils, &c.*	
Bonsal & Brother	4,116 17
A. L. Avery	4,000 80
Storer & Stephenson	*3,624 55
Class No. 10.—*Ship chandlery.*	
Bonsal & Brother	1,517 40
A. L. Avery	*1,453 07
Storer & Stephenson	1,566 57
Class No. 11.—*Hardware.*	
Bonsal & Brother	3,629 77
A. L. Avery	*3,236 58
Class No. 12.—*Copper.*	
Alexander McVoy	8,839 42
J. M. Stanard	(†)
Francis Church	*8,317 51
Stephen G. Bogert	8,891 69
A. L. Avery	‡7,367 72
Storer & Stephenson	(†)
Class No. 13.—*Stationery.*	
H. D. J. Pratt	*718 53
Class No. 14.—*Fire-wood.*	
Alexander McVoy	3,640 00
C. P. Knapp	3,696 00
A. L. Avery	*3,472 00
H. G. Ramsay	4,200 00
M. D. Hernandes	4,200 00
William B. Davis	4,499 00

* Accepted. † Informal. ‡ Incorrect.

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Abstract of offers—Continued.

Names of bidders, &c.	Aggregate.
Class No. 15.—*Shells.*	
Walter L. Cozzens	$11,795 00
Jesse Pritchett	9,380 00
C. P. Knapp	8,680 00
B. W. Huntington	11,103 75
Edwin L. Snow	*8,400 00
Class No. 16.—*Charcoal.*	
Alexander McVoy	162 00
Jesse Pritchett	*150 00
A. L. Avery	180 00
S. J. Happer	168 75
Class No. 17.—*Machine belting.*	
J. M. Stanard	245 80
Stephen G. Bogert	*186 00
Bonsal & Brother	247 50
Class No. 18.—*Hay.*	
Alexander McVoy	1,430 00
C. P. Knapp	*1,560 00
J. M. Stanard	*1,300 00
Francis Church	1,430 00
Stephen G. Bogert	1,300 00
A. L. Avery	1,560 00
B. W. Huntington	1,888 00
John R. C. Chapman	1,430.00
Samuel Z. Gonzalez	1,397 50
Class No. 19.—*Provender.*	
Alexander McVoy	*2,360 00
Henry F. Ingraham	2,500 00
C. P. Knapp	2,600 00
A. L. Avery	2,420 00
B. W. Huntington	2,900 00

* Accepted.

Bureau of Yards and Docks, *October* 16, 1851.

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List of contracts under the cognizance of the Bureau of Yards and Docks, made and received since the date of the last report, (October 17, 1849,) prepared in conformity with the act of Congress of April 21, 1808.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1849.	1850.				
Nov. 8	.....	John C. Leiper	Curbstone and setting	$0 33 per lineal ft.	Naval Asylum.
Dec. 8	.....	Lane & Schofield	Bricks and paving	45 per sq. yard.	
Oct. 13	June 30	Increase H. Brown	80 tons herdsgrass and timothy hay	20 50 per ton.....	Boston.
Dec. 5	30	Walter M. Cozzens.....	3,000 cubic yards of concrete	2 70 per cubic yd.	Pensacola.
Nov. 6	30	Jesse Pritchett	20,000 hard-burnt bricks.....	12 00 per M.	
10	30	Hyman L. Lipman	½ ream large size ruled paper, 12 by 18, faint lined	2 50 per ream.	
			50 sheets double elephant drawing paper	9 00	
			10..do..antiquarian.....do.....	1 50	
			20..do..super royal.....do.....	1 80	
			24..do..assorted sizes tracing paper.....	3 00	
			6 small bottles red ink	50	
			2.....do ....blue ink.....	25	
			½ dozen cakes India ink.....	1 22	
			1 gross extra Gillott's pens.....	1 00	
			6 dozen hard lead pencils.....	1 00	
			6..do..engravers' drawing pencils, H to 4 H	4 00	
			1..do..assorted camels' and sable-hair brushes.....	1 00	
			3 3-quire blank books.....	1 80	
			3 2-quire.....do.....	1 20	
			1 6-quire regulation book.....	9 00	
			2 dozen memorandum books	1 75	
			3 4-bladed penknives.....	3 00	
			1 dozen pieces India rubber.....	50	
			2 sponges.....	25	
			1 piece fine tanned doeskin	1 50	
			4 pounds gum arabic.....	3 00	
			2 folding rules, 2 feet long, 3 joints.....	2 00	
			1 small Scotch hone.....	37	
			For delivering at Pensacola.....	5 00	
Dec. 28	30	D. M. Wilson.....	20 tons best American railway iron, T pattern, free of defects.	80 00 per ton.	
			500 pounds of hook-headed railway spikes.....	8 per pound.	

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			Iron work for two turning-rails for the cars, say 200 pounds	8	do	
			Iron castings for railway and other purposes	7	do	
1850.						
July 19	Sept. 15	Richard A. Worrell	680 pieces yellow pine timber, 20 feet long, 14 by 3 inches	18 00	per 1,000 ft.	Norfolk.
			50...do.....do.....do...17...do....14 by 3...do...	18 00	do	
			460..do.....do.....do...27...do.....8 by 2½..do...	18 00	do	
			200..do.....do.....do...36...do.....9 by 4...do...	18 00	do	
			200..do.....do.....do...24...do.....9 by 4...do...	18 00	do	
			14...do.....do.....do...40...do....14 by 9...do...	18 00	do	
			80,000 feet 2-inch plank, 16, 18 and 20 feet lengths	18 00	do	
			5,000 feet seasoned yellow pine 1¼-inch plank, 20 feet lengths, from 6 to 7 inches wide	20 00	do	
19	15	Bonsal & Brother	Of Susquehanna seasoned clear white pine—			
			12,000 feet 2-inch, of 16 feet lengths	38 00	do	
			5,000..do.1½-inch....do	38 00	do	
			10,000.do.1-inch....do	38 00	do	
			60,000 feet Susquehanna seasoned merchantable white pine 1-inch boards, of 16 feet lengths	17 50	do	
			900 pounds 1½-inch composition slating nails	19.40	per pound.	
			4,500..do..sheet-lead--3½ pounds	5.20	do	
			4,500..do.....do.....2½..do	5.20	do	
22	15	Charles Pendergast	200 squares best Pennsylvania slate	6 66	per square.	
			Freestone—			
			12 blocks, 6 feet long, 12 by 6 inches	19	per cubic ft.	
			10...do..8 feet 1 inch long, 34 by 22 inches	19	do	
			2....do..8 feet 6 inches long, 34 by 22 inches	19	do	
			4....do..5 feet 2 inches long, 34 by 22 inches	19	do	
			14...do..6 feet 2 inches long, 34 by 10 inches	19	do	
			2....do.10 feet long, 40 by 15 inches	19	do	
			4....do..6 feet long, 40 by 15 inches	19	do	
			2....do..3 feet 10 inches long, 40 by 21 inches	19	do	
			12...do..7 feet long, 40 by 15 inches	19	do	
			58...do..6 feet long, 12 by 12 inches	19	do	
			8....do..6 feet long, 12 by 6 inches	19	do	
			2....do..7 feet long, 34 by 22 inches	19	do	
			2....do..9 feet long, 40 by 15 inches	19	do	
			10...do..4 feet 8 inches square, 19½ inches thick	19	do	
			14...do..3 feet 8 inches square, 5 inches thick	19	do	
20	15	John A. Higgins	60 gallons raw linseed oil	71	per gallon.	
			3....do..spirits turpentine	36	do	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1850.				
July 20	Sept. 15	John A. Higgins—Con'd.	600 pounds dry white lead	$0 07 per pound	Norfolk.
			300..do...Spanish whiting	1 do	
			1,100 feet window glass, 10 by 12, best quality	5 per foot.	
			50...do.....do.....12 by 14....do	5 do	
	1851.				
Aug. 27	June 30	Andrew Robeno	40 pea coats, blue pilot cloth	8 00 each	Naval Asylum.
			130 blue cloth jackets	5 50 do	
			180....do....pants	3 75 do	
			130....do....vests	1 75 do	
			600 white muslin over shirts	75 do	
			200 Canton flannel shirts	50 do	
			250 blue flannel undershirts, indigo dye	1 15 do	
			250....do..... drawers.....do	1 15 do	
			150 Canton flannel do	50 do	
			200 black silk handkerchiefs for the neck	40 do	
			400 cotton pocket handkerchiefs	12 do	
			400 pairs woollen half hose, mixed colors	25 per pair.	
			100 brown drilling jackets	1 25 each.	
			200..do.. duck trousers	75 do	
			100..do.. drilling vests	1 25 do	
			100 white drilling drawers	50 do	
			400 pairs cotton half hose	12 per pair.	
27	30	Frederick Buck	125 hats, black felt	2 06 each.	
			125 calfskin half boots	2 80 per pair.	
			300 lace boots	1 25 do	
			100 slippers	62 do	
27	30	David Wœlpper	26,000 pounds fresh beef, good quality, part steak	7½ per pound.	
			6,500...do...corned beef	6 do	
			5,000...do...bacon	7 do	
			2,000...do...salt pork	6 do	
			125.....do...lard	9 do	
			6,000...do...veal	6 do	

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			3,500...do...beef's liver	3	do	
			1,000...do...dried beef	12	do	
			2,500...do...fresh beef in season	9	do	
			600 bushels potatoes	75	per bushel.	
			2,500 pounds other vegetables	3	per pound.	
27	30	Joseph Riley	12 cords Virginia pine wood	4 25	per cord.	
			180 tons Lehigh broken and screened coal	4 25	per ton.	
			100.do..Peach Orchard egg.....do.	4 24	do	
28	30	George Simon	3,000 gallons pure milk	18	per gallon...	
28	30	W. W. Barnes	40,000 pounds fresh bread	2 85-100	per lb.	
27	30	William L. Maddock	6,000 pounds butter	19	per pound.	
			9,000 pounds good brown sugar	6	do	
			30 gallons sugar-house molasses	45	per gallon.	
			3,000 pounds coffee	10	per pound.	
			600 pounds Y. H. tea	45	do	
			100 pounds mustard	35	do	
			1,500 pounds rice	4	do	
			2,000 pounds flour	3½	do	
			300 pounds best starch	10	do	
			4 pounds indigo	1 50	do	
			80 bushels Indian meal, white or yellow	75	per bushel.	
			10 bushels white beans, dried	1 75	do	
			2 bushels fine salt	2 50	do	
			1,300 pounds best hard soap	5	per pound.	
			40 pounds best soft soap	2 50	do	
			150 pounds pepper	12½	do	
			400 pounds raisins	12½	do	
			150 gallons vinegar	12½	per gallon.	
			5,000 pickles	30	per hundred.	
			210 gallons winter strained sperm oil	1 30	per gallon.	
			90.....do.....do.....do	1 30	do	
			6 dozen astral-lamp wicks	12½	per dozen.	
			6 pounds lamp wicks, in balls	25	per pound.	
			2,000 pounds salt codfish	3	do	
			1,000 pounds mackerel	5	do	
			40 pounds spices, assorted	50	do	
			200 pounds washing soda	5	do	
			2,500 pounds tobacco	19	do	
July 15	30	Storer & Stephenson	1,000 pounds red lead, ground in oil	8½	do	Dry-dock, N. Y.
			500 pounds white lead, ground in oil	7	do	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
July 15	June 30	Storer & Stephenson—Continued.	100 gallons linseed oil, boiled	$0 80 per gallon	Dry-dock, N. Y.
			50 gallons spirits turpentine	30 do	
			50 pounds putty	2 per pound.	
15	30	Lock Catlin	1,000 bushels best quality oats	48 per bushel.	
			10 tons fine timothy and clover hay	14 00 per ton.	
Sept. 21	Complet'n of dry-dock	David Hamilton	2,000 cubic yards of pure silex	90 per cubic yd.	
Nov. 14	June 30	William Kirk	60,000 best stretcher bricks	8 50 per M	Philadelphia.
			205,000 straight hard bricks	6 50 do	
12	30	J. C. Leiper	46 granite window sills, 3 feet 7 inches long, 5-inch face	3 50 each.	
			46 granite window heads, 4 feet long, 5-inch face	3 50 do	
			450 perches select building stone, by sample	1 25 per perch.	
			1,250 do do	85 do	
			2,200 do do	40 do	
			600 lineal feet coping stone, 6 and 7 inches thick, 3 feet wide, from 3 to 10 feet long	90 per foot.	
			1,000 lineal ft. coping stone, 6 and 7 inches thick, 18 inches wide, from 3 to 10 feet long	40 do	
			50 lineal feet marble coping, 20 inches wide, 6 inches thick, to pattern	1 15 do	
	1850.				
9	Dec. 19	William S. Shultz	800 lineal feet (11 by 15 inches square) white pine timber, 30 to 50 feet long	30 do	
			600 lineal feet (11 by 15 inches square) white pine timber, 30 to 50 feet long	25 do	
			9 pieces 12 by 15 inches square, sawed, 65 feet long		
			9 pieces 10 by 12 inches square, sawed, 42 feet long		
			18 pieces 10 by 12 inches square, sawed, 25 feet long		
			9 pieces 10 by 12 inches square, sawed, 15 feet long		

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			8 pieces 6 by 9 inches square, sawed, 38 feet long 8 pieces 4 by 8 inches square, sawed, 38 feet long 35 pieces 3 by 14 inches square, sawed, 55 feet long 14 pieces 3 by 10 inches square, sawed, 15 feet long 60 pieces 4 by 6 inches square, sawed, 20 feet long 230 pieces 3 by 8 inches square, sawed, 30 feet long 244 pieces 3 by 6 inches square, sawed, 20 feet long 33 pieces, 3 by 7 inches, yellow pine, sawed, 12 feet long 30 pieces, 3½ by 5 inches, yellow pine, sawed, 30 feet long	53,446 feet, board meas.	2	per foot.
			960 lineal feet (10 by 20 inches) hemlock timber, from 30 to 50 feet long		20	per lineal foot.
			1,000 straight hemlock piles, 12 to 15 inches diameter at butt, not less than 8 inches at point, and 35 feet long		8	per run'g foot.
			104,000 feet (face measure) hemlock wharf timber		7½	per foot.
19		29 Joseph Singerly	1,000 feet 3-inch white-pine panel plank		42 00	per M. feet.
			500 feet 2-inch ....do....do		42 00	do
			1,800 feet 1½-inch ....do....do		35 00	do
			500 feet ⅝-inch white-pine panel boards		35 00	do
			17,000 feet 1-inch 2d common boards, 16 feet long, clear of sap		25 00	do
			5,625 feet white pine, 1½ by 12 inches, 25 feet long		25 00	do
			18 pieces white pine, 2 by 10 inches, 16 feet long		25 00	do
			56 pieces white pine, 3 by 5 inches, 20 feet long		25 00	do
			20 pieces white pine, 3 by 4 inches, 20 feet long		25 00	do
			60 pieces white pine, 3 by 4 inches, 16 feet long		25 00	do
			13,000 feet 1¼-inch yellow pine worked flooring boards, first quality		42 00	do
	1851.					
18	June 30	William Sager	4,000 10 by 18-inch best dressed slate		38 50	per M.
20	30	Elias Tomkins	300 barrels hydraulic cement		1 30	per barrel.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1850.				
Nov. 18	Dec. 28	The Baxter Brothers.....	450 pounds 1½-inch round iron.....	$0 03 per pound...	Philadelphia.
			540 pounds 1-inch.....do.....	3 do	
			100 pounds 2 by 1-inch square iron.....	3 do	
			210 pounds 2 by ½-inch.....do.....	3 do	
			150 pounds 4 by ½-inch.....do.....	3 do	
			250 pounds 4 by ⅝-inch.....do.....	3 do	
			19,000 pounds ¾ by ¾-inch square iron (bolt 2½).....	2½ do	
			200 pounds 5-inch cut iron spikes.....	3 40 per 100 lbs.	
			400 pounds 6-inch .....do.....	3 40 do	
			400 pounds 7-inch .....do.....	3 40 do	
			200 pounds 40-penny cut iron nails.....	3 40 do	
			100 pounds 30-penny.....do.....	3 40 do	
			300 pounds 20-penny.....do.....	3 40 do	
			1,100 pounds 12-penny....do.....	3 40 do	
			300 pounds 10-penny.....do.....	3 40 do	
			300 pounds 10-penny cut iron brads.....	3 40 do	
			400 pounds 4-penny cut iron slating nails.....	3 50 do	
			25 pounds block tin.....	21 per pound.	
			6 boxes × 14 by 20-inch tin.....	13 00 per box.	
			75 feet wrought-iron railing, lineal measure, 4 feet high, with gates 7 feet high, all set to pattern.....	3 00 per foot.	
	1851.				
18	June 30	William Sagee.....	300 pounds white lead, ground in oil.....	8 per pound...	
			250 pounds whiting, dry.....	⅞ do	
			1,050 feet (8 by 10-inch) best Waterford glass.....	50 50 per 1,000.	
			15 gallons linseed oil.....	80 per gallon.	
			160 gallons sperm oil, winter strained.....	1 40 do	
17	30	Geo. W. Weaver and E. H. Fetter.	800 fathoms best Manilla rope, 2-inch, 900 lbs.		
			800.... .do.....do....2-inch, 225 lbs.		
			800.....do.....do....3-inch, 1,325 lbs.		
			600.....do.....do....3½-inch, 1,350 lbs.	9,900 lbs.	
			600.....do.....do....3¾-inch, 1,550 lbs.	12 per pound.	

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			600.....do.....do....4-inch, 1,750 lbs.		
			500.....do.....do....4½-inch, 1,850 lbs.		
			200.....do.....do....5-inch, 950 lbs.		
			300 pounds 3-yarn spun yarn		8½ per pound.
			20 double 12-inch blocks	4 00	each.
			10 double 10-inch blocks	3 50	do
			5 single 12-inch blocks	2 00	do
			5 single 10-inch blocks	1 75	do
	1850.				
18	Dec. 28	Joseph Hufty	1 ream official correspondence paper, to pattern	2 50	per ream.
			10½ reams letter paper, faint-lined	21 00	
			8½ reams cap paper.....do	17 00	
			1 ream envelope paper, large size	3 00	
			1½....do.....do.....cap size	2 25	
			½ ream mechanics' pay-rolls	19 00	
			1 full bound book pay-roll, to pattern	22 00	
			1 full bound book official muster-roll, to pattern	10 00	
			100 muster books, mechanics and laborers, to pattern	35 00	
			4 quires receipts, for recruits	2 90	
			4 quires certificates of settlements	3 00	
			4 quires monthly pay-rolls, mechanics', &c	3 00	
			2 flat rulers	25	
			2 dozen slate pencils	3	
			4 dozen Conte & Faber's best black lead pencils, No. 2	2 50	
			4.....do.....do.....do.....No. 3	2 50	
			33.....do.....do.....do	10 00	
			3½ dozen pieces red tape, narrow	87	
			4 dozen papers black sand	1 00	
			4 dozen papers ink powder (Hogan & Thompson)	20	
			2½ pounds best French wafers, red	1 25	
			3 pounds best sealing-wax, red	1 50	
			17¼ cards 2-pointed Perryan pens (London)	43 50	
			400 best quills	8 00	
			24 pieces India rubber	6 87	
			2,500 envelopes, legal size	2 45	
			3 half-bound blank books, faint-lined, 2 quires	1 20	
			2,450 envelopes, letter size	2 45	
			4 half-bound blank books, faint-lined, 1 quire	80	
			1 large size log-book, to pattern	10 00	
			3 copy-books, to pattern	37	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1850.				
Nov. 18	Dec. 28	Joseph Hufty—Cont'd...	54 memorandum books	$6 75	Philadelphia.
			5 penknives	5 00	
			16 bottles best carmine ink, small size	3 36	
			3.....do....black ink, large size	75	
			1.....do....blue ink, small size	6	
			5 files for official letters, to pattern	1 25	
			2 portfolios	1 34	
			1 bolt pink silk tassel	12	
			1½ ream blank bills, to pattern	7 00	
			24 sheets double elephant drawing paper, hot rolled	3 25	
			24 sheets Columbia drawing paper	2 62	
			2 American Almanacs for 1850	1 50	
			1.....do.....do...1851	75	
			½ ream blotting paper	1 50	
18	Dec. 1	John J. McCahen	60 tons (2,240 pounds) Cumberland coal	5 90 per ton.	
18	1	John L. Griffis	50.....do.....Lehigh coal	5 00 do	
	1851.				
19	June 30	Joseph Singerly	16 tons best timothy and clover hay	27 34 do	
			400 bundles rye straw	10½ per bundle.	
			160 bushels ground oats and corn	87 per bushel.	
			130 bushels oats	63 do	
			20 bushels ship-stuff	90 do	
			1 bushel fine salt	60 do	
			12 pounds brown soap	8 per pound.	
			12 pounds Castile soap	18 do	
			2 pounds sponges	75 do	
			10 pounds rottenstone	6 do	
			300 pounds copperas	2 do	
			200 pounds white chalk, dry	2 do	
			4 gallons sweet oil	3 00 per gallon.	
			25 gallons dubbing	1 50 do	
			500 feet best copper riveted hose	87½ per foot.	

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			1 new hose carriage	350	00		
			1 pair large timber wheels, 9-inch boxes	400	00		
			1 pair small.....do.....7-inch boxes	250	00		
			1 small 4-wheel truck	450	00		
			1 curry comb		50		
			1 horse comb	1	00		
			2 horse brushes	1	00	each.	
			1 horse rug	8	00		
			1 horse net	8	00		
			4 horse cards		25	each.	
			2 bottles oil spike		75	per bottle.	
			10 dozen corn brooms	3	00	per dozen.	
			6 dozen hickory brooms, flat	2	00	do	
			3 dozen white-wash brushes, 8 knot	7	50	do	
			6 dozen hand scrub-brushes	3	50	do	
			½ dozen dusting brushes	2	50	do	
			½ dozen sweeping brushes, with handles	3	00	do	
			3 dozen 2-bushel white-oak baskets	30	00	do	
			2 dozen iron-bound water buckets	14	00	do	
			3.....do.....do....casks	96	00	do	
			4 dozen 5-thread chalk lines	2	00	do	
20	30	Nathaniel Sweet	700,000 first quality hard-burnt bricks	5	98	per 1,000...	Boston.
			2,000 Amboy No. 1 fire bricks	55	00	do	
16	30	Warren B. Thomas	5,000 tons paving stone, round and medium size	1	26	per ton.	
			5,000 tons paving gravel		45	do	
			40 perches slate stone	1	60	per perch.	
22	30	William Lang	500 cubic feet yellow pine timber, 30 to 45 feet long, 14 to 18 inches square		33	per cub. ft.	
			100 spruce piles, 25 feet long, 12 inches diameter at middle	1	00	each.	
			200 spruce shares, 20 to 30 feet long, to average 7 inches diameter in the middle		80	do	
			200 spruce poles, 20 to 30 feet long, to average 2½ inches diameter in the middle		35	do	
			129,000 feet, board measure, best quality 3-inch spruce plank	13	00	per M. feet.	
			500 cubic feet white-oak timber, 12 to 16 inches square, and from 25 to 40 feet long		60	per cub. ft.	
			75 oak piles, from 30 to 40 feet long, 15 inches diameter ⅓ from butt end—estimated at 2,520 lineal feet		28	per lineal ft.	
			120 cubic feet rock maple timber, 16 to 18 inches diameter		20	per cub. ft.	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 30	1851. June 30	Wm. Lang—Continued..	2 cords hickory butts, 6 to 12 feet long, and 8 to 12 inches diameter, free from knots	$16 00 per cord....	Boston.
			4,000 feet, board measure, white-oak plank, 2 to 6 inches thick	40 00 per M. feet.	
			2,000 feet, board measure, white-ash plank, 1½, 1¾, and 2 inches thick	30 00 do	
			1,000 feet, board measure, white-ash plank, 2d growth, 3 inches thick	40 00 do	
			200 feet, board measure, 1-inch hard mahogany boards, 15 to 20 inches wide	12 per foot.	
			200 feet, board measure, 2 and 3-inch hard mahogany plank, 12 to 18 inches wide	6 do	
			300 feet, board measure, 1½ and 2-inch black walnut plank, 15 to 20 inches wide	4 do	
			1,500 feet, board measure, 2-inch cherry plank	8 do	
			2,500 feet, board measure, 1-inch cherry boards	8 do	
			200 feet, board measure, 1-inch black walnut boards, 15 to 20 inches wide	6 do	
			180 tons 20-inch imperial slate, from Bangor quarry	25 95 per ton.	
			525 casks first quality stone lime	80 per cask.	
			175 casks Seely's best mountain lime	1 60 do	
			20 bushels long hair	25 per bushel.	
			250 casks hydraulic cement	1 30 per cask.	
			10 casks Roman cement	6 00 do	
			100 tons, of 2,000 pounds each, best quality herds-grass or timothy hay—not less than two tons to be required at one time	15 75 per ton.	
20	30	Benj. Thompson & Co...	3,000 feet, board measure, No. 1 white-pine (seasoned) 1-inch boards	40 00 per M. feet.	
			50,000 feet, board measure, No. 2 white-pine (seasoned) 1-inch boards	36 00 do	
			100,000 feet, board measure, No. 3 white-pine (seasoned) 1-inch boards	18 00 do	

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			5,000 feet, board measure, No. 3 white-pine (seasoned) 1-inch boards (plainers)	25 00	do
			2,000 feet, board measure, No. 1 white-pine (seasoned) 2-inch plank	40 00	do
			20,000 feet, board measure, No. 2 white-pine (seasoned) 2-inch plank	36 00	do
			20,000 white-pine shingles, best quality, to be riven and shaved	4 75	per 1,000.
			10,000 feet, board measure, No. 3 white-pine (seasoned) 2-inch plank	18 00	per M. feet.
			4,000 feet, board measure, yellow-pine plank, 2 to 6 inches thick, equal quantities, of 2, 3, 4, 5, and 6-inches	26 00	do
			6,000 lineal feet yellow-pine plank, 15 inches wide and 6 inches thick—45,000 feet, board measure	26 00	do
			50,000 feet, board measure, 4-inch yellow-pine plank	26 00	do
19	30	Horton, Cordis, & Co.	12,000 pounds American iron, round and square, sizes as required, from $\frac{3}{8}$ to 3-inch	3	per pound.
			15,000 pounds American iron, flat, sizes as may be required, from 1 to 6 inches wide, and from $\frac{1}{8}$ to $1\frac{1}{2}$-inch thick	3	do
			8 bundles Russia sheet-iron, sizes as may be required—estimated to weigh 1,760 pounds	3	do
			8 bundles English sheet-iron, sizes as may be required—estimated to weigh 1,760 pounds	2	do
			500 pounds Russia iron nail-rods	5	do
			500 pounds Russia split rods, $\frac{3}{8}$ to $\frac{5}{8}$ square	3	do
			10,000 pounds iron castings, as per patterns	4	do
			300 pounds iron wire, as may be required, from No. 8 to 21	7	do
			2,000 pounds English cast-steel, flat and square, of such sizes and kinds as may be required	15	do
			1,500 pounds Adirondac Company cast-steel, round, of such sizes and kinds as may be required	5	do
			200 pounds English blistered steel, assorted	5	do
			100 pounds German steel, assorted	5	do
			1,000 pounds iron cut spikes	5	do
			1,000 pounds iron deck spikes, wrought	3	do
			2,000 pounds wrought iron nails, 6 to 20d	7	do
			1,000 pounds wrought iron slate nails, 5d., coarse	10	do
			1,000 pounds cut finishing nails, sizes as may be required	5	do
			5,000 pounds cut iron nails, 4 to 40d	4	do
			5,000 pounds pure dry white lead	6	do

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List of contracts under the cognisance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850	1851.				
Nov. 16	June 30	Horton, Cordis, & Co.—Continued.	1,000 pounds whiting	$0 0½ per pound	Boston.
			100 pounds litharge	2 do	
			100 pounds red lead	2 do	
			100 pounds Paris green	20 do	
			25 pounds chrome green (Wood's)	25 do	
			500 pounds gum shellac	15 do	
			50 pounds pumice-stone	5 do	
			25 pounds sal amoniac	12 do	
			25 pounds rottenstone	5 do	
			300 pounds No. 1 extra brown soap	6 do	
			25 pounds black lead	6 do	
			300 gallons raw Dutch linseed oil	67 per gallon.	
			600 gallons best winter-strained sperm oil	1 00 do	
			30 gallons neatsfoot oil	1 00 do	
			30 gallons alcohol	70 do	
			100 gallons spirits turpentine	86 do	
			400 lights, 8 by 10, Redford glass	5 per light.	
			300...do...9 by 12.....do	8 do	
			300...do..10 by 14.....do	20 do	
			125...do..16 by 20.....do	50 do	
			75...do..14 by 18.....do	50 do	
			50...do..14 by 24.....do	1 00 do	
			5,000 lights, 9 by 12, Redford glass, double thickness	24 do	
			1,300 lights, 8 by 10.....do.....do.....do	10 do	
			1,500 pounds best quality oakum	3 per pound.	
			5 barrels tar	2 00 per barrel.	
			3 barrels pitch	1 50 do	
			4 dozen birch brooms	50 per dozen.	
			4 dozen hickory brooms	2 00 do	
			15 dozen corn brooms	2 50 do	
			20 baskets, 2 bushel	1 00 each.	
			10 baskets, 4 bushel	50 each.	

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5 dozen No. 1½ extra paint brushes	9 00	per dozen.
5 dozen No. 6 sash tool brushes	1 75	do
1 dozen hand scrubbing brushes	4 00	do
1 dozen varnish brushes	6 00	do
4 dozen whitewash brushes, 10 inch, per sample	14 00	do
50 pounds borax	20	per pound.
10 pieces bunting, 18 inches wide, color as required	2 00	per piece.
25 pounds emery, fine meal and flour	12	per pound.
3 tape lines, 100 feet each	1 50	each.
1 dozen hand whitewash brushes	6 00	per dozen.
1 dozen cattle cards	2 00	do
6 grindstones, estimated to weigh 1,800 pounds	1	per pound,
2 Turkey oil stones	1 00	each.
12 chalk lines	3	do
20 pounds brickline	33	per pound.
1,000 chisel rods	15 00	per M.
50 pounds China glue	18	per pound.
20 pounds fish glue	50	do
20 sides belt leather, estimated to weigh 400 pounds	30	do
4 sides pump leather, estimated to weigh 80 pounds	25	do
10 sides bellows leather, estimatad to weigh 100 pounds	5	do
2 sides harness leather, estimated to weigh 30 pounds	25	do
10 sides lace leather, estimated to weigh 150 pounds	10	do
4 pounds fine sponge	1 50	do
2 brass sieves for foundry	3 50	each.
5 pounds shoe thread	50	per pound.
4 pounds sewing thread, white and red	75	do
200 pounds tallow	10	do
10 dozen black lead pots, estimated at 4,800 Nos.	3	per No.
10 dozen hickory sledge handles	50	per dozen.
12 gross lamp wicks for solar lamps	1 00	per gross.
20 sides hose leather, estimated to weigh 400 pounds	5	per pound.
3 carpenters' adzes	2 00	each.
3 broad axes	2 50	do
6 wood axes	50	do
6 pick axes, steel pointed	1 50	do
2 dozen screw augers, assorted, E. Basset, Birmingham Co.	3 00	per dozen.
10 dozen patent ship augers, assorted, L'Hommedieu's estimated at 600 eighths	7	per eighth.
2 dozen pod augers assorted	3 00	per dozen.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 19	1851. June 30	Horton, Cordis & Co.—Continued.	20,000 brads		Boston.
			12 patent auger bitts, assorted	25 each.	
			1 set firmer chisels, $\frac{1}{8}$ to 2 inches	3 00 per dozen.	
			24 dozen cast steel files, fine cut, flat and round, 6 to 14 inches	5 00 do	
			21 dozen cast steel files, coarse cut, flat and half round, 6 to 14 inches	1 00 do	
			12 dozen hand-saw files, assorted	1 50 do	
			12 dozen $5\frac{1}{2}$ inch pit saw files, assorted	1 75 do	
			3 dozen 7-inch cross-cut saw files	2 25 do	
			3 dozen 9-inch cross-cut saw files	3 00 do	
			2 dozen rat-tail files	3 00 do	
			2 dozen cabinet files	5 00 do	
			1 dozen 6-inch knife files	2 00 do	
			36 dozen files, assorted for plumber's use	1 00 do	
			3 dozen shoeing rasps, 14 inches	2 00 do	
			2 dozen wood rasps	3 00 do	
			2 braces and bitts, 48 bitts each	7 50 each.	
			2 steel tongued bevils	50 do	
			1 set socket chisels $\frac{1}{4}$ to 2 inches	4 00 per set.	
			1 dozen socket gouges	5 00 per dozen.	
			1 dozen firmer gouges	2 50 per dozen.	
			6 steel hoes	50 each.	
			2 dozen brass butt hinges, size as may be required	4 50 per dozen.	
			4 dozen iron butt hinges, size as may be required	1 00 per dozen.	
			6 dozen blank door keys	1 50 do	
			12 hammers	50 each.	
			12 hatchets	50 do	
			11,000 pounds sheet lead, size as may be required	3 per pound.	
			24 iron tumbler padlocks	25 each.	
			24 eight-inch carpenter's door locks with knobs complete	50 do	
			24 door locks, 10-inch dead	2 50 do	
			2 dozen chest locks, 4 inches	3 00 per dozen.	

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4 two-foot rules	50	each.
3 smoothing planes	88	do
2 long jointer planes	1 50	do
3 short jointer planes	1 25	do
3 jack planes	1 00	do
30 steel shovels	75	do
12 spades	50	do
20 gross iron screws, Eagle factory, as required, from ½ to 2½ inches	50	per gross.
10 gross brass screws, from ½ to 2 inches	1 00	do
1 ream sand paper	3 00	per ream.
4 screw-drivers	37	each.
10 hand saws	1 25	do
6 wood saws, framed	75	do
1 circular saw, 30 inch	1 00	do
2 sash saws	1 00	do
2 panel saws	1 25	do
3 cross-cut saws	3 50	do
2 compass saws	25	do
2 key-hole and pad saws	38	do
2 dovetail saws	1 00	do
24 fine hack saws	25	do
3 trying squares	50	do
2 steel squares	75	do
1 saw-set	75	do
20 pounds hose rivets	10	per pound.
12,000 tinned rivets	20	per M.
10,000 copper rivets	40	do.
6 boxes tin, assorted	3 00	per box.
500 pounds Banca tin	20	per pound.
25,000 copper pump tacks	33	per M.
20,000 iron tacks	8	do
50 dozen 2-inch axle window pulleys	65	per dozen.
6 dozen steel scrapers	3 00	do
6 hand vices	50	each.
6 bench vices, estimated at 300 pounds	12	per pound.
6 screw wrenches	1 50	each.
200 pounds sheet zinc	9	per pound.
200 pounds pig zinc	3	do
2 dozen turning gouges, assorted sizes	4 00	per dozen.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
Nov. 20	June 30	Horton, Cordis, & Co.—Continued.	2 dozen turning chisels, assorted sizes	$4 00 per dozen...	Boston.
			5,000 pounds braziers' copper, size as may be required	23¾ per pound.	
20	30	Oakman & Eldredge	600 tons building sand, per sample	52 per ton.	
			5 tons coarse moulding sand	3 00 do	
			20 bushels fine sea sand	10 per bushel.	
19	30	K. S. Chaffee & Co	1,600 bushels charcoal, birch or maple	16¾ do	
20	30	Wesson & Gary	200 bushels northern oats	45 do	
			650 bushels yellow meal	77 do	
			50 bushels cracked corn	74 do	
			50 bushels shorts	40 do	
22	Jan. 1	William Lang	100 chaldrons Sydney coal	6 50 per chaldron.	
			200 chaldrons best Virginia coal	9 75 do	
20	1	Nathaniel Heath	1,250 tons, of 2,240 pounds each, Buck Mountain, Beaver Meadow, or Lehigh clean lump coal, of the best quality for steam-engines	6 25 per ton.	
			100 tons, of 2,240 pounds each, red-ash coal, egg-size, for yard offices	6 50 do	
			50 tons, of 2,240 pounds each, white-ash coal, egg size, for plumbers' use	6 25 do	
19	June 30	George Penniman, agent.	1,020 lineal feet of foundation stone, 4 feet long, 2 feet 6 inches wide, by 1 foot 3 inches, split straight and out of wind, with square ends, beds and builds even and free from cavities or bunches	40 per lineal foot.	
			1,100 cubic yards of granite, in blocks 2 feet 6 inches by 1 foot 6 inches, from 3 to 7 feet long, split straight and square to dimensions	3 00 per cub. yard.	
			68 door posts, 10 feet long, 1 foot 3 inches by 1 foot 10 inches.	23 50 each.	
			32 door caps, 10 feet 6 inches long, 1 foot 5 inches by 1 foot 10 inches	24 00 do	
			32 door sills, 10 feet 6 inches long, 1 foot 8 inches by 1 foot 10 inches	24 00 do	
			2 door caps, 16 feet 6 inches long, 1 foot 5 inches by 1 foot 10 inches	40 00 do	

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			2 door sills, 16 feet 6 inches long, 1 foot 8 inches by 1 foot 10 inches	40 00	do
			156 window caps, 5 feet 4 inches long, 1 foot 5 inches rise, 10 inches thick, returned on the back 4 inches, with a 6-inch head	5 00	do
			156 window sills, 4 feet 4 inches long, 10 by 6 inches	1 50	do
			156 window lintels, 5 feet 6 inches long, 10 by 12 inches	3 50	do
			156 window sub-sills, 5 feet 4 inches long, 6 by 10 inches	1 40	do
			47 cellar window caps, 4 feet 8 inches long, 10 by 10 inches	3 50	do
			47 cellar window lintels, 5 feet 4 inches long, 10 by 12 inches	2 50	do
			12 cellar window caps, 5 feet 8 inches long, 10 by 10 inches	4 00	do
			12 cellar window lintels, 6 feet 4 inches long, 10 by 12 inches	3 00	do
			2 circular window frames, 6 feet 6 inches diameter, 1 foot on the face, 10 inches thick, as per plan	21 00	do
			12 granite curbs for cellar, 12 inches square, as per plan	7 50	do
			96 granite steps for cellar, 5 feet long, 8 by 9 inches	2 50	do
			32 granite steps for cellar, 10 feet 6 inches long, 10 inches by 1 foot 3 inches	9 00	do
			404 lineal feet base, 1 foot 8 inches rise by not less than 10 inches thick, 2 inches wash, 8 inches window heads, jointed, as per plan	1 00	per lineal foot.
			1,054 lineal feet of cornice, and 120 feet pediment, as per plan. { Pediment	2 00	do
				3 25	do
				90	do
			1,021 lineal feet frieze, as per plan	3 50	each.
			44 posts rough granite, 9 feet long, 1 foot 3 inches square	32	per sup'l foot.
			27,000 superficial feet rough ashlar, as per plan		
			4,000 lineal feet edge stone, 3 feet in depth, rough-hammered on the top, split straight, 8 inches thick on top edge, in pieces from 6 to 12 feet long, with wide beds and jointed square at ends, as per sample	80	per lineal foot.
			1,750 square yards granite block paving, per sample	1 15	per sq. yard.
18	30	Nathan Merrill	10 reams foolscap paper, ruled	3 50	per ream.
			10 reams letter paper, ruled	4 00	do
			2 reams envelope paper	1 75	do
			1 ream blotting paper	1 00	do
			1 ream note paper	1 60	do
			12 penknives	88	each.
			2 erasers	25	do
			6 paper-folders	15	do
			6 sand-boxes	2	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 18	1851. June 30	Nathan Merrill—Contin'd.	4 pounce-boxes and pounce	$0 02 each	Boston.
			20 gross steel pens, such as required	75 per gross.	
			30 cards.....do.....do	14 per card.	
			50 penholders	2 each.	
			2,000 best quality opaque quills	25 per thousand.	
			6 dozen lead pencils, Faber's	42 per dozen.	
			1.....do.....Cohen's	20 do	
			12 pieces India-rubber	4 each.	
			60 small memorandum books	20 do	
			4 American Almanacs, 1851, half-bound	92 do	
			2 Boston Directories for 1850–'51	50 do	
			4 Boston Almanacs	20 do	
			4 patent inkstands	25 do	
			4 copying books, for naval storekeeper's use	2 75 do	
			6.....do..... for commandant's use	2 00 do	
			4 copying brushes	25 do	
			2 dozen pieces taste	16 per dozen.	
			4.....do.... red tape	33 do	
			6 pounds sealing-wax	40 per pound.	
			50 papers black sand	3 per paper.	
			2 pounds wafers	50 per pound.	
			4 log-books, printed and ruled to pattern	4 50 each.	
			8 bottles copying ink, Walkden's	75 do	
			20 pint bottles black ink, M. & N.'s or Preston's	17 do	
			8 small bottles red ink	6 do	
			4 requisition books, printed and ruled as required	5 00 do	
			1 ream pay-rolls, printed and ruled to pattern	35 00 per ream.	
			1 ream pay-rolls, for Bureau of Yards and Docks, printed and ruled to pattern	15 00 do	
			1 ream muster-rolls, printed and ruled to pattern	20 00 do	
			1 ream blank labor reports	7 00 do	
			1 ream clerk of checks' reports, printed and ruled to pattern	8 00 do	

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			1 ream log paper	7 00	do
			12 sheets antiquarian drawing paper	95	per sheet.
			20 sheets double elephant drawing paper (Turkey mills)	18	do
			20 sheets double elephant size tracing paper	33	do
			12 blank books for entering bills at naval storekeeper's office	67	each.
			12.....do.....do.....commandant's office	67	do
			1 dozen Wolf's drawing pencils	10	per dozen.
			36 memorandum books, ruled to pattern, for constructor's office	25	each.
			2 4-quire account books	1 25	do
			2 6-quire.....do	2 62	do
			2 2-quire.....do	50	do
			1 ream bills of lading	75	per ream.
			2 reams invoices	5 00	do
			4 reams bills	7 50	do
			1 ream vouchers	6 00	do
			1 ream folio-post, for purser of yard	4 50	do
			3 pounds refined gum-arabic	42	per pound.
22	April	— William Lang	950 feet yellow pine timber, running measurement, 14 inches square, in lengths of 25, 30, 35, and 40 feet—equal quantities of each length—estimated at 15,516 feet, board measurement	32 50	per M. feet.
			44 pieces yellow pine, 16 feet long, 12 by 14 inches square—9,856 feet, board measurement	30 50	do
			600 pieces yellow pine, 30 feet long, 4 by 15 inches square—90,00 feet, board measure	33 00	do
			600 pieces yellow pine, 30 feet long, 4 by 14 inches square—84,000 feet, board measurement	30 00	do
			44,753 feet white pine, board measurement—		
			88 pieces white pine, 9 feet long, $14\frac{1}{2}$ by $3\frac{1}{4}$ inches square	18 00	do
			88.....do.....23...do....$14\frac{1}{2}$ by $3\frac{1}{4}$.....do	18 00	do
			88.....do.....19...do....$14\frac{1}{2}$ by $3\frac{1}{4}$.....do	18 00	do
			44.....do.....27...do....$14\frac{1}{2}$ by $3\frac{1}{4}$.....do	18 00	do
			88.....do.....14...do....$14\frac{1}{2}$ by $3\frac{1}{4}$.....do	18 00	do
			44.....do.....37...do....$14\frac{1}{2}$ by $3\frac{1}{4}$.....do	18 00	do
			88.....do.....24...do....$14\frac{1}{2}$ by $3\frac{1}{4}$.....do	18 00	do
			44.....do.....17...do....$14\frac{1}{2}$ by $3\frac{1}{4}$.....do	18 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Where deliverable.
1850. Nov. 22	1851. April —	Wm. Lang—Continued ..	74,593 feet white pine, board measurement—			
			78 pieces white pine, 19 feet long, 10 by 10 inches square..	$18 00	per M. feet..	Boston.
			44.....do.....22...do.... 10 by 10.....do.....	18 00	do	
			88.....do.....9...do..... 8 by 8.....do.....	18 00	do	
			14.....do.....10...do..... 9 by 12.....do.....	18 00	do	
			22.....do.....16...do..... 7 by 10.....do.....	18 00	do	
			88.....do.....10...do..... 9 by 6.....do.....	18 00	do	
			277.....do.....35...do..... 3 by 6.....do.....	18 00	do	
			277.....do.....34...do..... 3 by 6.....do.....	18 00	do	
			277.....do.....12...do..... 3 by 6.....do.....	18 00	do	
			36.....do.....27...do..... 6 by 9.....do.....	18 00	do	
			36.....do.....27...do..... 5 by 12.....do.....	18 00	do	
			8.....do.....23...do.... 11 by 14.....do.....	18 00	do	
			2,000 running feet white pine timber, 14 inches square, in lengths of 25, 40, and 48 feet—equal quantities each length—estimated at 32,667 feet, board measurement ...	21 00	do	
			35,714 feet white pine, board measurement—			
			156 pieces white pine, 28 feet long, 5 by 14 inches square..	20 00	do	
			13.....do.....11...do.... 12 by 14.....do.....	20 00	do	
			36.....do.....14...do.... 14 by 14.....do.....	20 00	do	
			390,000 running feet of white pine, 14 by 10 inches square, in lengths of 32, 43, and 50 feet—equal quantities each length—4,850 feet, board measure.....	20 00	do	
			54,550 feet white pine, board measurement—			
			26 pieces white pine, 11 feet long, 8 by 8 inches square...	20 00	do	
			28.....do.....13...do....14 by 15.....do.....	20 00	do	
			28.....do.....24...do....12 by 12.....do.....	20 00	do	
			48.....do.....28...do....15 by 3½.....do.....	20 00	do	
			72.....do.....31...do....15 by 3½.....do.....	20 00	do	
			36.....do. .....38...do....15 by 3½.....do.....	20 00	do	

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			24.....do.....18...do....15 by 3½.....do.....	20 00	do	
			12.....do.....21...do....12 by 3½.....do.....	20 00	do	
			62.....do.....25...do....12 by 3.....do.....	20 00	do	
			38.....do.....19...do....12 by 3.....do.....	20 00	do	
			50.....do.....34...do....12 by 3.....do.....	20 00	do	
			38.....do.....18...do....12 by 3.....do.....	20 00	do	
			24,149 feet spruce pine, board measurement—			
			28 pieces spruce pine, 17 feet long, 9 by 9 inches square....	11 50	do	
			28.....do.....12...do....9 by 9.....do.....	11 50	do	
			28.....do.....10...do....9 by 9.....do.....	11 50	do	
			28.....do.....16...do....6 by 7.....do.....	11 50	do	
			156.....do.....11...do....6 by 6.....do.....	11 50	do	
			26.....do.....38...do....3 by 6.....do.....	11 50	do	
			104.....do.....28...do....3 by 6.....do.....	11 50	do	
			156.....do.....18...do....3 by 6.....do.....	11 50	do	
21	June 30	Lester Fuller.....	475 team loads screened gravel.....	1 07	per load.	
			315 team loads building sand.....	70	do	
30	March 1	Edmund B. Peet.....	280,000 bricks, as per sample	7 87	per 1,000 ...	New York.
			300 20-inch fire-bricks.....	20	each.	
			200 16-inch cylinder grate bricks.....	3	do	
			200 14-inch.....do.....	3	do	
			200 12-inch.....do.....	3	do	
			100 10-inch.....do.....	3	do	
30	June 30	Edmund B. Peet.....	1,310 loads building stone	85	per load.	
			4,000 feet best quality bluestone flagging.....	12	per foot.	
			1 front doorway, platforms, steps, &c., per plan, complete..	300 00		
			90 feet water table 12-inch Connecticut brown stone, per plan.	60	per foot.	
			120 feet 5-inch.....do.....do.....do....	50	do	
			8 moulded window lintels ....do.....do.....do....	16 00	each.	
			24 plain.....do.....do.....do.....do....	2 25	do	
			32 window sills .....do.....do.....do....	3 00	do	
			4 door sills .....do.....do.....do....	6 00	do	
			3 door lintels .....do.....do.....do....	2 50	do	
			4 chimney caps .....do.....do.....do....	9 00	do	
			1 cistern neck, per plan	6 00	do	
			160 superficial feet Connecticut brown stone ashlar, per plan.	76	per foot.	
			6 marble mantels, per plan.....	45 60	each.	
			20 plain Connecticut brown stone window lintels, tooled, per plan	2 00	do	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 30	1851. June 30	Edmund B. Peet—Cont'd	20 plain Connecticut brown stone window [illegible]	$2 00 each	New York.
			2.....do.....do.....door sills, per plan	4 00 do	
			2.....do.....do..... door lintels per plan	2 50 do	
			122 feet 5-inch water table, Connecticut brown stone per plan	50 per foot.	
			1,750 cubic yards rubble stone	4 70 per cub. yd.	
			270 cubic yards granite coping	8 50 do	
29	Jan. 1	Charles Rolfe	24,337 superficial feet (estimated) white pine—		
			81 pieces white pine timber, 3 by 12 inches, 30 feet long	21 00 per M. feet.	
			4.....do.....do..... 4 by 12..do...42....do.....	21 00 do	
			6.....do.....do..... 4 by 10..do...24....do.....	21 00 do	
			2.....do.....do..... 4 by 10..do...27....do.....	21 00 do	
			80.....do.....do..... 3 by 6..do...22....do.....	21 00 do	
			16.....do.....do..... 3 by 9..do...33....do.....	21 00 do	
			46.....do.....do..... 3 by 12..do...27....do.....	21 00 do	
			22.....do.....do..... 3 by 8..do...27....do.....	21 00 do	
			25.....do.....do..... 3 by 9..do...24....do.....	21 00 do	
			16.....do.....do..... 3 by 6..do...16....do.....	21 00 do	
			24.....do.....do..... 3 by 6..do...14....do.....	21 00 do	
			24.....do.....do..... 3 by 6..do...10....do.....	21 00 do	
			8.....do.....do..... 3 by 6..do...18....do.....	21 00 do	
			8.....do.....do..... 3 by 6..do....7....do.....	21 00 do	
			2.....do.....do..... 4 by 12..do...33....do.....	21 00 do	
			2.....do.....do..... 4 by 12..do...23....do.....	21 00 do	
			8.....do.....do..... 3 by 8..do...14....do.....	21 00 do	
			8.....do.....do..... 3 by 8..do...10....do.....	21 00 do	
			3,500 cubic feet white pine timber, 34 to 52 feet long, 18 to 20 inches square	18 per cubic foot.	
			12 white pine logs, 45 feet long, 15 to 16 inches square	16 00 each.	
			1,600 feet board measure 1¼-inch yellow pine plank	3 per foot.	
			2,000 do. 1¼-inch best merchantable Albany plank	28 do	

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			125...do.2-inch spruce plank	28	do
			7,000.do.board measure 1-inch white pine box boards	17 00	per M.
			7,200.do.....do.....do.....do....boards, first quality, seasoned	35 00	do
			8,200 feet board measure 1¼-inch white pine plank, first quality, seasoned	35 00	do
			4,600 feet board measure 1½-inch white pine plank, first quality, seasoned	35 00	do
			4,700 feet board measure 2-inch white pine plank, first quality, seasoned	35 00	do
			800 feet board measure 3-inch white pine plank, first quality, seasoned	35 00	do
			25,000 feet board measure 3-inch white pine plank, 25 to 35 feet long	20 00	do
			25,000 feet board measure 4-inch white pine plank, 12 to 20 inches wide, to average 16 inches, of parallel widths, and edges sawed square	20 00	do
			900 hemlock joists, 3 by 4 inches each	15	each.
			200...do....boards	10	do
			39 5-inch locust sleepers, measured at small end	1 50	do
			300 feet St. Domingo mahogany	12½	per foot.
			30,000 1½-inch spruce laths	2 00	per M.
			300 spruce piles, 26 to 30 feet long, 12 to 14 inches 6 feet from butt, and 10 inches at the small end	3 00	each.
Nov. 30	June 30	William W. Black.....	250 casks best quality Thomaston lime	1 00	per cask.
			50...do.....do.....do.....finishing lime	1 25	do
			400..do.....do.....Seely's mountain lime	1 50	do
			125 bushels hair	23	per bushel.
			16 barrels plaster of Paris	2 00	per barrel.
Dec. 14	30	John A. Mitchell.....	1,020 casks hydraulic cement	1 10	per cask.
Nov. 30	30	D. M. Wilson & Co.....	2,400 pounds 3 by ⅜ flat iron, best American	2.9	per pound.
			7 bundles Russia sheet-iron, No. 16, say 1400 pounds	18	do
			36 sheets charcoal iron, No. 17, say 1620 pounds	5	do
			500 pounds best cast steel, assorted, (Adirondac Co.)	16	do
			300..do...best German steel	13	do
			200..do...best London blister steel, L	13	do
			25,000 1½-inch fine wrought-iron clout nails	68¾	per M.
			25,000 1¼-inch.....do.....do...do	56¼	do
			10,000 1-inch.....do.....do...do	43¾	do
			10,000 ¾-inch.....do.....do...do	37½	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 30	1851. June 30	D. M. Wilson & Co.—Con.	50 pounds each of 6d., 8d., 10d. and 12d. iron wrought-nails, (200 pounds)	$0 08 per pound	New York.
			60 pounds house nails, sample	19 do	
			40...do..ox nails.....do	19 do	
			600..do..3d. fine iron cut nails	5¾ do	
			600..do..4d....do.....do	5¾ do	
			100..do..6d....do.....do	5¾ do	
			100..do..8d....do.....do	5¾ do	
			300..do.10d....do.....do	3¼ do	
			1100.do.12d....do.....do	3¼ do	
			100..do.20d....do.....do	3¼ do	
			300..do..6d....do.....do	3¼ do	
			300..do..8d....do.....do	3¼ do	
			200..do.10d....do.....do	3¼ do	
Dec. 7	30	Storer & Stephenson	100 feet 12 by 16 Redford crown glass, double thickness	32 per foot.	
			100.do.10 by 14...do.....do.....do	25 do	
			100.do..9 by 12...do.....do.....do	19 do	
			100.do.12 by 18...do.....do.....do	32 do	
			150 gallons pure linseed oil, raw	80 per gallon.	
			3.....do...copal varnish, best	2 00 do	
			8.....do...coach..do.....do	2 00 do	
			50....do...black japan ...do	75 do	
			100...do...spirits turpentine	35 do	
			2,700 pounds pure dry white lead, American	6½ per pound.	
			200...do....whiting	1 do	
			150...do....Venetian red	2 do	
			2,000 .do....yellow ochre	2 do	
			6.....do....chrome green	25 do	
			6.....do....chrome yellow	25 do	
			28....do....patent dryer	10 do	
			20 dozen 0000000 paint brushes, sample	10 00 per dozen.	
			1...do..0000.....do.....do	6 75 do	

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			20..do..sash tools, No. 6.....do.....	1 50	do
			8...do..French fitches.....do.....	75	do
			3...do..sable hair pencils, lettering.do.....	1 00	do
			2...do..camels' hair do....do ...do.....	12	do
			2...do..large paying tools.....do.....	3 00	do
			2...do..small.....do..... ....do.....	2 00	do
			1...do..varnish brushes.....do.....	3 00	do
			6...do..painters' dusting brushes.do.....	3 00	do
			12..do..No. 12 extra whitewash brushes, sample	12 00	do
			1 set (8) truss hoops for 300-gallon casks, not riveted.....	20 00	per set.
			1...do..... do.....60-gallon..do.. riveted	5 00	do
			1...do..... do.....for bands .....do.....	4 50	do
			18 gallons Florence sweet oil.....	1 00	per gallon.
			800.do... pure winter-strained sperm oil.....	1 28	do
			500 pounds sperm candles	44	per pound.
			60 gallons neats-foot oil	70	per gallon.
			60..do... fish oil.....	50	do
			250 pounds tallow	8	per pound.
			5...do.... gum shellac	12	do
			60..do.... refined borax	20	do
			5...do.... prussiate of potash.....	36	do
			20..do.... potash for boilers	6½	do
			3 French grindstones, 24 inches diameter, 4 inches thick...	4 50	each.
			3...do.....do.....30.....do.....5.....do.....	7 50	do
			6 water-closet bowls and fixtures, complete, sample.....	12 00	per set.
			100 sheets large middle horn.....	7	per sheet.
			20 pounds lamp wick-yarn.....	18	per pound.
			6 pieces, each 18 inches, red, white and blue bunting, 18 pieces.....	6 50	per piece.
			100 pounds packing yarn.....	12	per pound.
			100..do...hemp wiping stuff	6	do
			10...do...emery, No. 2	6	do
Nov. 26	30	William N. Clem.....	Miscellaneous—		
			L'Hommedieu's patent single twist augers of the best quality, and made to precise sizes, viz:		
			2.....augers...2½.....inches.....	1 50	each.
			3.....do.....2¼.....do....	1 40	do
			3.....do.....2⅛.....do.....	1 30	do
			3.....do.....2.....do.....	1 25	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 28	1851. June 30	William N. Clem—Continued.	2.....augers...1⅞.....inches	$1 15 each.	New York.
			3.....do.....2¼.....do	1 10 do	
			3.....do....1⅝.....do	1 00 do	
			48.....do....1½.....do	95 do	
			36.....do... 1⅜.....do	90 do	
			36.....do....1 5-16...do	80 do	
			72.....do....1¼.....do	80 do	
			72.....do....1 3-16...do	75 do	
			3.....do....1.....do	65 do	
			72.....do.....15-16...do	60 do	
			36.....do.....⅞.....do	55 do	
			72.....do....1 3-16...do	50 do	
			144.....do.....¾.....do	45 do	
			144.....do.....11-16...do	40 do	
			144.....do.....⅝.....do	35 do	
			144.....do.....9-16....do	35 do	
			3.....do.....½.....do	30 do	
			2 screw augers.3.....do	50 do	
			2.....do....2¼.....do	45 do	
			3.....do....2½.....do	40 do	
			4.....do....2¼.....do	36 do	
			2.....do....2⅛.....do	34 do	
			4.....do....2.....do	32 do	
			2.....do....1⅞.....do	30 do	
			2.....do....1¾.....do	28 do	
			2.....do....1⅝.....do	26 do	
			5.....do....1½.....do	25 do	
			2.....do....1⅜.....do	22 do	
			3.....do....1¼.....do	20 do	
			2.....do....1⅛.....do	20 do	
			4.....do....1.....do	20 do	
			4.....do.....⅞.....do	18 do	

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4.....do .....$\frac{3}{4}$.....do.....	16	do
4.....do.....$\frac{5}{8}$.....do.....	14	do
4.....do.....$\frac{1}{2}$.....do.....	12	do
1 gross 3-inch taper files, 3 square.....	50	per dozen.
5..do..4..do...do..do..3..do.....	75	do
3..do..5..do...do..do..3..do	1 25	do
2..do..6..do...do..do..3..do	1 50	do
1..do..7..do...do..do..3..do	1 75	do
3..do..4..do..hand saw files.....	87½	do
3..do..7..do..flat mill saw files	1 75	do
3..do..8..do..do..do..do..do.....	2 00	do
2..do.10..do..do..do..do..do	2 50	do
2..do.12..do..do..do..do..do	3 50	do
1..do.14..do..flat bastard files.....	5 25	do
4 dozen 12-inch bastard files.....	3 50	do
2...do..10..do....do..do.....	2 50	do
2..do....8..do....do..do.....	2 00	do
7..do...12..do..half round bastard files.....	3 75	do
9..do...14..do..do...do....do....do.....	5 50	do
2..do...10..do...do...do....do....do.....	2 75	do
2..do....8..do...do...do....do....do.....	2 25	do
1..do...12..do...square files.....	3 75	do
1..do....8..do...rat-tail files.....	2 25	do
1..do...12..do....do...do.....	3 75	do
3..do...11..do...cabinet maker's wood files, half round..	4 00	do
4..do...11..do.. ..do....do.....do..rasps..do..do....	4 00	do
3..do...12..coarse wood rasps, half round.....	3 50	do
1..do...14....do...do...do....do...do.....	5 50	do
14 cast-steel squares, best quality.....	1 00	each.
2 gross white heart hickory double headed handles.....	1 00	per dozen.
6 dozen white heart hickory ——— axe handles.....	1 50	do
3..do....do...do....do..rivet hammer handles.....	50	do
16.do....do...do....do..sledge hammer...do	1 25	do
26.do....do...do....do..hand hammer....do	75	do
6 cross-cut saws, 4¼ feet long, best cast steel.....	2 50	each.
1...do..do..do..5½..do..do..do..do..do..fine teeth....	3 50	do
1...do..do..do..6...do..do..do..do..do..medium.....	4 00	do
8 hand saws, best quality.....	1 50	do
10 hack saws.....	1 00	do
6 spoke shaves.....	75	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 28	1851. June 30	William N. Clem—continued.	3 dozen spoke shave irons	$6 00 per dozen.	New York.
			12 dozen L'Hommedieu's 1-inch plugging bitts	6 00 do	
			12..do.....do.....⅞..do....do....do	6 00 do	
			2 wood braces and 48 bitts	3 50 each	
			1 dozen..⅝..inch separate bitts	1 50 per dozen.	
			2...do...5-16.do....do....do	2 00 do	
			2...do...¼....do....do....do	1 75 do	
			1½..do...3-16.do....do....do	1 50 do	
			1½..do...¼....do....do....do	1 50 do	
			2...do..2½....do..turning chisels, handled	1 00 each	
			2...do..2.....do....do.....do....do	80 do	
			2...do..1¾....do....do.....do....do	75 do	
			4...do..1½....do....do.....do....do	60 do	
			4...do..1.....do....do.....do....do	50 do	
			4...do...⅞....do....do.....do....do	40 do	
			12..do...¾....do....do.....do....do	30 do	
			4...do...⅝....do....do.....do....do	25 do	
			8...do...½....do....do.....do....do	20 do	
			4...do...⅜....do....do.....do....do	20 do	
			2...do..2½....do....do.....do....do	60 do	
			4...do..2.....do....do.....do....do	50 do	
			3...do..1¾....do....do.....do....do	45 do	
			4...do..1⅝....do....do.....do....do	40 do	
			6...do..1½....do....do.....do....do	35 do	
			3...do..1⅜....do....do.....do....do	40 do	
			6...do..1¼....do....do.....do....do	30 do	
			4...do..1.....do....do.....do....do	25 do	
			2...do...⅞....do....do.....do....do	20 do	
			2...do...¾....do....do.....do....do	18 do	
			1...do..4½....do...socket...do....do	2 50 do	
			1...do..4.....do.....do.....do....do	1 25 do	
			1...do..3½....do.....do.....do....do	2 00 do	

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3	do.	2½	do	1 50 each.
4	do.	2	do	1 25 do
2	do.	1¾	do	1 00 do
2	do.	1½	do	90 do
2	do.	1⅜	do	75 do
2	do.	1¼	do	70 do
2	do.	1⅛	do	65 do
2	do.	1	do	60 do
2	do.	⅞	do	55 do
3	do.	¾	do	50 do
4	do.	⅝	do	50 do
4	do.	½	do	50 do
2	do.	2	do. firmer gouges	do 60 do
2	do.	1¾	do	50 do
4	do.	1¼	do. turning gouges	do 75 do
4	do.	1	do	63 do
4	do.	⅞	do	45 do
12	do.	¾	do	35 do
4	do.	⅝	do	30 do
12	do.	½	do	25 do
4	do.	⅜	do	20 do
2	do.	2½	do. firmer gouges	do 75 do
2	do.	2	do	60 do
2	do.	1¾	do	55 do
2	do.	1½	do	50 do
2	do.	1⅜	do	45 do
2	do.	1¼	do	40 do
2	do.	1	do	35 do
4	do.	⅞	do	30 do
4	do.	¾	do	25 do
2	do.	⅝	do	20 do
2	do.	3	do. socket gouges	do 1 00 do
2	do.	2½	do	90 do
2	do.	2¼	do	85 do
4	do.	2	do	80 do
4	do.	1¾	do	75 do
8	do.	1½	do	70 do
4	do.	1¼	do	65 do
4	do.	1⅛	do	60 do
4	do.	1	do	55 do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 28	1851. June 30	William N. Clem—Continued.	4 dozen 1⅛-inch socket gouges, handled	$0 50 each.	New York.
			4...do..1....do.....do.....do	45 do	
			3...do..⅞...do.....do.....do	40 do	
			8...do..¾...do.....do.....do	35 do	
			3...do..⅝...do.....do.....do	30 do	
			2...do..½...do.....do.....do	50 do	
			4 coopers' jointers	1 00 do	
			2 drawing knives, 11 inches	1 50 do	
			1 hollowing knife	1 50 do	
			6 fore-plane crows, 2½ inches, double	50 do	
			6 jack-plane crows, 2¼ inches, double	44 do	
			1 coopers' adze	2 00 do	
			6 round axes	3 00 do	
			2 iron bench vices—say 95 pounds	12 per pound.	
			25 pounds glue, best quality	20 do	
			620 pounds India tin	20 do	
			6 sheets 6-pound milled lead—say 4,530 pounds	5½ do	
			600 feet ½ inch milled lead pipe—say 820 pounds	5¼ do	
			1200 feet ¾ inch milled lead pipe—say 3,210 pounds	5¼ do	
			200 feet 1 inch milled lead pipe, medium—say 721 pounds	5¼ do	
			30 feet 1½ inch milled lead pipe—say 180 pounds	5¼ do	
			25 feet 2 inch milled lead pipe—say 171 pounds	5¼ do	
			26 boxes IX tin plate	11 50 per box.	
			1 box IC tin plate, 14 by 20	11 50 do	
			10 pounds each 6, 8, 10 12, 14 iron wire, 60 pounds	8 per pound.	
			8,000 2-pound iron rivets	34 per M.	
			8,000 1½-pound iron rivets	28 do	
			6,000 1-pound iron rivets	22 do	
			6,000 1½-pound iron tinned rivets	35 do	
			8,000 8-ounce iron cut tacks	5 do	
			8,000 10-ounce iron cut tacks	8 do	
			8,000 12-ounce iron cut tacks	7 do	

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6 gross $\frac{5}{8}$-inch iron screws, assorted numbers	15	per gross.
80 gross $\frac{3}{4}$-inch iron..do.....do	20	do
8 gross 1-inch iron...do.....do	25	do
18 gross $1\frac{1}{4}$-inch iron.do.....do	30	do
10 gross $1\frac{1}{2}$-inch iron.do.....do	35	do
10 gross $1\frac{3}{4}$-inch iron.do.....do	40	do
2 gross 2-inch iron...do.....do	50	do
2,000 $\frac{1}{2}$-inch iron cut brads	8	per M.
2,000 $\frac{3}{4}$-inch...do....do	10	do
15,000 1-inch..do....do	12	do
15,000 $1\frac{1}{4}$-inch.do....do	14	do
16,000 $1\frac{1}{2}$-inch.do....do	18	do
6 pairs $2\frac{1}{2}$-inch brass hose couplings	3 00	per pair.
7 pairs $1\frac{3}{4}$-inch brass table castors	50	do
5 pairs brass table fastenings	50	do
3 3-brass capped locks	25	each.
12 $2\frac{1}{4}$-inch iron drawer locks	$12\frac{1}{2}$	do
8 $2\frac{1}{4}$-inch iron desk locks	$12\frac{1}{2}$	do
4 iron bed screws	3	do
$2\frac{1}{2}$ dozen $\frac{3}{4}$-inch bib cocks	18 00	per dozen.
10 dozen right hand side lever cocks	1 50	do
10 dozen left hand side lever cocks	1 50	do
$1\frac{1}{4}$ dozen $\frac{3}{4}$-inch stop-cocks	18 00	do
6 dozen 1-inch.....do	20 00	do
6 dozen $\frac{1}{2}$-inch.....do	9 00	do
6 dozen $\frac{1}{2}$-inch bib cocks	9 00	do
12 dozen 16-inch cylinder grates	50	each.
1 [illegible]zen 14-inch...do.....do	50	do
12 dozen 12-inch...do.....do	50	do
6 dozen 10-inch....do.....do	50	do
60 dozen 20-inch grates for furnaces	6	do
16 dozen No. 2 cast steel shovels	10 00	per dozen.
3 dozen cast steel hoes	3 50	do
$\frac{1}{2}$ dozen 2-inch mineral door knobs	3 00	do
3 oiled tape lines of 50 feet	75	each.
1 oiled tape line, of 100 feet	1 50	do
3 chalk lines, of 100 feet	50	do
700 pounds white chalk	1	per pound.
24 dozen best quality corn brooms	2 50	per dozen.
14..do.....do.....hickory.do	1 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 28	1851. June 30	William N. Clem—Con'd.	12 dozen best quality birch brooms	$0 75 per dozen	New York.
			4...do.. 2-inch composition washers and plugs	1 25 do	
			3 sets 10-inch registers	1 00 do	
			1 set gear for 3-inch force pump	13 00	
			1 set castings for furnace	3 00	
			3 pieces 14-inch soapstone, for registers	50 each.	
			8 4½-inch mortice locks	1 25 do	
			1 8-inch mortice lock, with night key	4 50	
			1 6-inch sliding door lock, 6-inch sheaves, ways, bolts and double furniture	10 00	
			3 dozen 1¼ porcelain shutter knobs	1 50 per dozen.	
			2..do..4-inch mortice locks, mineral knobs	15 00 do	
			1..do..6-inch rim.....do	9 00 do	
			2..do..6-inch rev. bevel do	9 00 do	
			½..do..2½-inch iron drawer locks (3 pair)	12½ per pair.	
			20 pairs 5½ by 5½-inch iron butt hinges	37½ do	
			32..do..4 by 4-inch.....do.....do	20 do	
			12 do..3½-inch .....do.....do	10 do	
			3..do..3-inch.....brass butt...do	37½ do	
			78..do..2½-inch.....iron butt....do	5 do	
			78..do..1¼-inch.....back flap ...do	3 do	
			2½ dozen 6-inch brass shutter bars	3 00 per dozen.	
			2..do...2-inch mahogany drawer knobs	12½ do	
			1½..do...rail screws	56 do	
			1,200 pounds sash weights, assorted	1¾ per pound.	
			25.....do... sash cord, best quality	20 do	
			17 dozen 1¾-inch patent axle pulleys	80 per dozen.	
			2½..do...brass sash fastenings	2 50 do	
			224 lights 1½-inch ovolo sash, 10 by 12	20 per light.	
			450..do..1¾-inch.....do....12 by 18	50 do	
			98...do..... .....do....12 by 16	50 do	
			10...do..... ....do.....6 by 18	40 do	

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			85 pairs outside blinds, complete	4	00	per pair.
			86. do..3-inch iron butt hinges		6	do
			14 brass French snap bolts		3	each.
			3 8-inch iron barrel bolts		18¾	do
			4 16-inch screw wrenches	2	50	do
			1 ream sand paper	3	00	per ream.
			3 wood saws, framed	1	00	each.
			6 2-feet rules, 2 and 4 fold		50	do
			2 dozen best quality cast steel spades	12	00	per dozen.
			2..do.. wood axes, handled	12	00	do
			3 sets cart harness	5	00	per set.
			2 sets double do	10	00	do
			2 dozen curry combs	1	50	per dozen.
			1..do.. horse brushes	9	00	do
			5 ox-yokes	2	00	each.
			2 dozen bottles Kellinger's liniment	4	50	per dozen.
			62 sheets 14-ounce copper (brazier's)		25	per pound.
27	Jan.	1	John A. Mitchell	3,500 bushels Cumberland coal		18¾	per bushel.
				200 tons clean lump coal (Cumberland)	6	14	per ton.
Dec. 2	June	30	Wm. A. Wheeler & Co.	15 reams foolscap paper, faint lined, sample	4	00	per ream.
				5...do..regulation.do.....do.....do	4	00	do
				5...do..letter.....do.....do.....do	4	00	do
				1...do..blotting...do.....do		50	do
				6...do..buff envelope paper.....do	2	50	do
				1...do..log.....do.....do	1	00	do
				6 dozen memorandum books, with loops, 1-quire, 6½ by 4 in.	3	00	per dozen.
				1..do..1-quire blank..do...foolscap size, sample	4	80	do
				1..do..2-quire..do...do.....do.....do	7	00	do
				1..do..4-quire..do...do.....do.....do	10	00	do
				1..do..penknives, 4 blades.....do	10	00	do
				½..do..erasure knives, ivory handles.....do		50	do
				50 gross steel pens, assorted	1	00	per gross.
				1 dozen penholders to suit pens		8	per dozen.
				1..do..pieces India rubber, sample		6	do
				½..do...do...India ink, best quality		10	do
				10..do..quart bottles black ink, best quality		50	do
				2..do..½-pint bottle carmine ink		50	do
				1..do..metallic inkstands with covers, sample		60	do
				4 gross Faber's lead pencils, assorted		50	per gross.
				1 dozen Legrie's French drawing pencils, No. 3	1	00	per dozen.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
Dec. 2	June 30	William A. Wheeler & Co.—Continued.	3,000 No. 80 quills	$0 50 per M.	New York.
			1 dozen sand boxes, sample	50 per dozen.	
			20 ½-pint papers black sand, sample	3 do	
			10 pounds scarlet wafers, assorted, sample	20 per pound.	
			15..do...scarlet sealing wax, best American	1 00 do	
			1 dozen pieces mouth glue	25 per dozen.	
	1850.				
Nov. 27	Dec. 15	John A. Mitchell	500 tons clean egg-size Lackawana coal	5 99 per ton.	
			150.do.....do.....Peach Orchard coal, Schuylkill	5 99 do	
	1851.				
30	June 30	Edmund B. Peet	1,150 loads building sand	25 per load.	
			500 cubic yards sand, pure Silex	50 per cub. yd.	
28	Jan. 1	William N. Clem	2,000 bushels hard wood charcoal	18 per bushel.	
Dec. 10	June 30	Robert Murray, jr	50 tons (2240 pounds) best quality timothy and clover hay, estimated at 112,000 pounds	74½ per 100 lbs.	
			20,000 pounds Indian meal	1 50 do	
			12,000..do...ground feed	1 50 do	
			1,000 bushels best quality oats	49 per bushel.	
			600.....do...ship stuff or fine feed	20 do	
			1,500 bundles straw	3 per bundle.	
			2 sacks fine salt, usual size	1 50 per sack.	
Nov. 25	30	Francis H. Smith	30,000 good hard plain front bricks	13 00 per M.	Norfolk.
			330,000...do....common....do	7 50 do	
			200,000...do....burnt do....do	7 50 do	
26	30	Charles Pendergast	150 perches good, regular, flat, handy building stone	2 29 per perch.	
			1 block granite, 7½ feet long, 18 by 10 inches	49 per foot..	
			1.....do..... 8½...do.... 12 by 7..do	49 do	
			4.....do..... 4½...do.... 18 by 10..do	49 do	
			22....do..... 4½...do.... 10 by 7..do	49 do	
			26....do..... 5½...do.... 10 by 7..do	49 do	

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21	30	**Bonsal & Brother**.....	Class 3.—84,024 feet yellow pine timber—		
			17 pieces 55 feet long, 15 by 9 inches	18 70	per M feet.
			34..do...24....do....12 by 9..do	18 70	do
			17..do...14....do....12 by 9..do	18 70	do
			34..do...17....do....13 by 9..do	18 70	do
			34..do...10....do.... 9 by 9..do	18 70	do
			32..do...28....do.... 9 by 9..do	18 70	do
			180..do...36....do.... 9 by 6..do	18 70	do
			176..do...28....do.... 5 by 2½..do	18 70	do
			122..do...32....do.... 9 by 2½..do	18 70	do
			112..do...21....do....12 by 3..do	18 70	do
			380..do...18....do....12 by 3..do	18 70	do
			30..do...28....do.... 4 by 3..do	18 70	do
			70..do...29....do.... 6 by 3..do	18 70	do
			1..do...30....do....12 by 2¼..do	18 70	do
			7..do...30....do....12 by 2..do	18 70	do
			100..do...20....do.... 8 by 4..do	18 70	do
			20..do...20....do.... 4 by 2¼..do	18 70	do
			50..do...18....do.... 4 by 4..do	18 70	do
			4..do...24....do.... 5 by 3..do	18 70	do
			3..do...25....do.... 6 by 4..do	18 70	do
			2..do...25....do....15 by 4..do	18 70	do
			Class 4.—White and pellow pine boards and lumber—		
			20,600 feet 2-inch plank, 16, 18, and 20 feet lengths	19 00	do
			5,500 feet 1¼-inch flooring plank, 16 feet lengths, 6 to 7 inches wide	20 00	do
			500 feet 1¼-inch plank, 18 feet lengths, and 12 inches wide	20 00	do
			32,000 feet 1-inch Susquehanna clear white pine, 16 feet lengths, seasoned	37 50	do
			5,000 feet 1½-inch Susquehanna clear white pine, 16 feet lengths, seasoned	38 00	do
			4,000 feet 2-inch Susquehanna clear white pine, 16 feet lengths, seasoned	38 00	do
			50,000 feet merchantable Susquehanna inch boards, 16 feet lengths, seasoned	17 00	do
			5,000 feet cypress weather-boarding, 18 feet lengths, 9 inches wide	20 00	do
			112 squares best quality 20-inch slate	6 19	per square.
			35 casks fresh manufactured cement	1 42	per cask.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 26	1851. June 30	Ferguson & Milhado	260 casks fresh wood-burnt lime	$0 79 per barrel...	Norfolk.
			100 casks Seely's mountain lime	1 75 do	
			100 bushels good sound hair for plastering	25 per bushel.	
			20,000 sound straight yellow pine laths	1 84 per thousand.	
21	30	Bonsal & Brother.....	500 pounds cast-steel, in square bars, assorted, from ½ to ⅝ inch, Adirondac Company	10 per pound.	
			4,000 pounds 8-inch iron spikes	47 do	
			2,000 pounds 7-inch iron spikes	47 do	
			100 pounds 2-inch square cast-steel, Adirondac Company	18 do	
			100...do..1¾.....do.....do	18 do	
			100...do..1½.....do.....do	20 do	
			200...do..1¼.....do.....do	20 do	
			200...do..1⅛.....do.....do	18 do	
			200...do..1.....do.....do	18 do	
			100...do..⅞.....do.....do	15 do	
			60...do..¾.....do.....do	15 do	
			50...do..½.....do.....do	10 do	
			300...do..bilstered steel	8 do	
			250...do..German steel	6 do	
			500...do..6-inch iron spikes, patent	4½ do	
			200...do..8-inch.....do.	4½ do	
			2000..do..iron cut nails, 4½ inches long	3½ do	
			1000..do.....do.....12d	3½ do	
			200...do.....do.....10d	3½ do	
			100...do.....do.....20d	3½ do	
			100...do.....do..... 6d	3½ do	
			100...do.....do..... 3d	3½ do	
			20,000 ¾-inch brads	10 per thousand.	
			20,000 1½...do	10 do	
			20,000 1¼...do	10 do	
			20,000 1....do	10 do	
			200 pounds lathing nails	3½ per pound.	

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			18 sheets braziers' copper, 40-ounce, 360 pounds	28	do
			900 pounds copper cut nails, 4½ inches long	27	do
			900...do.....do.....3¼.....do	27	do
			600...do.....do.....3.....do	27	do
			100...do..2½-inch composition slating nails	20	do
22	30	Dickson, Mallory, & Co..	1400..do..pure dry white lead	6	do
			600...do..Spanish whiting	1	do
			37....do..best chrome green	20	do
			2.....do..terre de sierra	7	do
			2.....do..Turkey umber	1½	do
			380 gallons pure raw linseed oil	75	per gallon.
			350...do..winter strained sperm oil	1 30	do
			200...do..fish oil	55	do
			20....do..neatsfoot oil	75	do
			35....do..spirits turpentine	36	do
			500 feet best quality window glass, 10 by 12	6	per foot.
			116.....do.....do.....11 by 12	6	do
			110.....do.....do.....11 by 16	6¼	do
			120.....do.....do.....11 by 18	7	do
			50.....do.....do.....12 by 14	7	do
			250.....do.....do..... 8 by 10	6	do
			50.....do.....do.....12 by 21	7	do
			50.....do.....do.....13 by 21	7	do
21	30	Bonsal & Brother	25 boxes sperm candles	10 00	per box.
			2,000 pounds best tallow	9	per pound.
			250 pounds castile soap	12	do
			500 pounds hemp packing	12	do
			400 pounds cotton waste	15	do
			12 French grindstones, about 4 feet 6 inches diameter and 8 inches thick	4	do
			6 sides band leather	4 00	per side.
			20 sides pump leather	2 00	do
			12 sides lacing leather	2 00	do
			24 triangular scrapers	40	each.
			3 dozen iron-bound varnish brushes	3 00	per dozen.
			10 dozen best ground paint brushes, 0000	7 50	do
			6 dozen coarse paint brushes, 0000	6 00	do
			1 dozen wire-bound fitches	1 00	do
			2 dozen sable hair pencils, assorted sizes	1 00	do
			2 dozen stock brushes, per sample	6 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 21	1851. June 30	Bonsal & Bro.—Continued.	12 dozen corn brooms	$3 00 per dozen...	Norfolk.
			18 dozen hickory brooms	1 00 do	
			1,000 pounds white chalk	1 per pound.	
			15 pounds red chalk	10 do	
			50 barrels best tar	2 00 per barrel.	
			10 barrels red ochre	4 50 do	
			20 bundles sheathing paper	5 00 per bundle.	
			150 pounds 3½-pound sheet lead	5¼ per pound.	
			6 right-hand and 12 left-hand carpenter's locks, 7 inches	50 each.	
			2 left-hand carpenter's 8-inch locks	1 50 do	
			24 pairs iron butt hinges, 4 inches long, 3 inches wide, when open	15 per pair.	
			50 pairs parliament butt hinges, 5 inches wide when open, to match right and left	10 do	
			24 pairs iron butt hinges 3½×3½ inches when open	15 each.	
			3 dozen 4-8 single twist augers without screws and lacquers, (L'Hommidieu's)	16 per quarter.	
			1 dozen 14-8 single twist augers without screws and lacquers, (L'Hommidieu's)	16 do	
			½ dozen 15-8 single twist augers without screws and lacquers, (L'Hommidieu's)	16 do	
			26 dozen 14-inch flat files	5 00 per dozen.	
			14 dozen 14-inch ½ round files	3 00 do	
			4 dozen 12-inch flat files	5 00 do	
			20 dozen 12-inch ½ round files	2 50 do	
			6 dozen 8-inch round files	50 do	
			6 dozen 8-inch flat safe edge files	1 50 do	
			4 dozen 8-inch flat safe edge smooth files	2 50 do	
			3 dozen 8-inch half round smooth files	2 00 do	
			6 dozen 4-inch flat files	50 do	
			12 dozen 14-inch safe edge files, bastard cut	6 25 do	
			12 dozen 12-inch....do....do....do	4 50 do	

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			6 dozen 10-inch.....do....do....do	2 50	do
			6 dozen 8-inch.....do....do....do	1 50	do
			1 dozen 12-inch.....do....smooth files	10 00	do
			6 dozen 10-inch.....do....do....do	3 50	do
			6 dozen 8-inch.....do....do....do	2 50	do
			6 dozen 14-inch half round bastard files	6 00	do
			6 dozen 12-inch.....do....do....do	5 00	do
			6 dozen 10-inch.....do....do....do	2 00	do
			6 dozen 8-inch.....do....do....do	1 50	do
			1 dozen 14-inch millsaw files, single cut	10 00	do
			6 dozen 14-inch handsaw files, single cut	3 00	do
			2 dozen 12-inch safe edge dead smooth files	5 00	do
			2 dozen 8-inch....do.....do.....do	3 00	do
			6 dozen 12-inch half round smooth files	4 50	do
			6 dozen 10-inch....do .....do	3 00	do
			6 dozen 8-inch.....do .....do	2 00	do
			6 large bench vices	4 00	each.
			6 small hand vices	50	do
			6 pairs cutting plyers	50	per pair.
			6 pairs flat plyers	10	do
			6 pairs half round plyers	10	do
			25 gross butt screws	20	per gross.
			1 set firmer chisels	2 00	per set.
			1 set turning chisels	2 00	do
			1 dozen hack saws	4 00	per dozen.
			6 bow compasses	50	each.
			6 spring callipers	50	do
			6 spring dividers	50	do
			12 cross-cut saws, 4½ feet long, Humphries' make	1 50	do
			6 mill-saws, 6½ feet long, Humphries' make	3 00	do
			6 circular saws, 2 feet in diameter, Humphries' make	2 00	do
			5 gross rivets and burrs, ½ inch long, white metal	10	per gross.
			1 dozen screw wrenches, assorted, per sample	18 00	per dozen.
			1 dozen tape lines, 66 feet long	5 00	do
			4 dozen small size chalk lines	50	do
1850. Nov. 21	1851. June 30	Vickery & Griffeth	60 reams cap paper, best quality blue-laid, marginal lines feint-lined	2 75	per ream.
			30 reams letter paper, best quality, feint-lined	2 50	do
			12 reams envelope paper	3 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
Nov. 21	June 30	Vickery & Griffeth—Continued.	1 ream blotting paper	$3 50 per ream.	Norfolk.
			2 reams blank pay-rolls per sample	25 00 do	
			2 reams blank muster-rolls, per sample	10 00 do	
			12 sheets bristol boards	9 per sheet.	
			24 sheets imperial drawing paper	10 do	
			24 sheets elephant drawing paper	10 do	
			24 sheets Columbian drawing paper	15 do	
			48 sheets double elephant drawing paper	20 do	
			12 sheets wove antiquarian drawing paper	75 do	
			72 sheets double elephant tracing paper	30 do	
			2 dozen 2-quire blank books, faint-lined, half bound	15 each.	
			1 dozen 1-quire.....do.....do.....do	1 80 do	
			12 dozen memorandum books	1 37½ per dozen.	
			1 dozen penknives, 4 blades, best quality	6 75 do	
			4 dozen bottles best quality black ink	2 00 do	
			12 dozen pieces wide red tape	30 do	
			1 dozen pieces silk taste	33 do	
			40 gross steel pens, best assorted	1 25 per gross.	
			5,000 best quality opaque quills	5 00 per M.	
			5,000 best quality clarified quills	5 00 do	
			10 pounds best scarlet wafers	50 per pound.	
			6 pounds best sealing-wax, red	94 do	
			12 gross best graduated lead pencils	5 00 per gross.	
21	30	Butler & Camp	6,000 bushels best quality Midlothian coal for smiths' use	18½ per bushel.	
			600 tons bituminous coal for engine	4 65 per ton.	
			75 tons white ash anthracite coal	5 25 do	
21	30	Daniel D. Simmons	7,000 bushels clean, fine, angular fresh-water sand for cement	4 4-5 per bushel.	
25	30	Daniel J. Turner	3,000 bushels charcoal	9½ do	
29	30	Thomas J. Hobday & Co.	150,000 pounds best timothy and clover hay	74 per 100 lbs.	
			2,000 bushels hominy meal	74 per bushel.	
			700 bushels oats	45 do	
			5 tons wheat straw	1 50 per ton.	

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26	30	James H. Card.....	515,000 hard-burnt bricks.....	5 85	per M.	Portsmouth, N. H.
			600 bevel burnt bricks.....	5 85	do	
21	30	George Chesley.....	4,000 feet 4-inch white pine planks, No. 2.....	30 00	do	
			6,000 feet 3-inch white pine planks, 25 to 35 feet long, to average 30 feet, and 12 inches wide.....	40 00	do	
			1,000 feet 3-inch white pine planks, No. 2.....	30 00	do	
			4,200 feet 2-inch....do.....do....do.....	30 00	do	
			3,500 feet 1-inch....do.....boards, No. 2.....	30 00	do	
			13,800 feet 1-inch...do.....do...No. 3.....	20 00	do	
			2,500 feet 2-inch....do.....plank, No. 3.....	20 00	do	
			8,000 feet 2-inch spruce plank.....	12 00	do	
			6,000 sawed white pine shingles.....	4 00	do	
29	30	Richard Jenness.....	190 casks best Thomaston lime.....	79	per cask.	
			70 casks best Seely's mountain lime.....	78	do	
6	30	Moses H. Wetherbee	2,500 bushels good sharp sand.....	3	per bushel.	
			2,350 pounds American iron—			
21	30	Spalding & Parrott.....	200 pounds 8×½.....	3	per pound.	
			100 pounds 2½×½.....	3	do	
			800 pounds 2×1.....	3	do	
			250 pounds 2×⅜.....	3	do	
			50 pounds 2×3-16.....	3	do	
			50 pounds 1½×3-16.....	3	do	
			500 pounds 1½-inch round.....	3	do	
			50 pounds 1-inch round.....	3	do	
			850 pounds ⅞-inch round.....	3	do	
			100 pounds ½-inch round.....	3	do	
			100 pounds ⅝-inch round.....	3	do	
			50 pounds 1¼-inch square.....	3	do	
			150 pounds 1-inch square.....	3	do	
			200 pounds German steel, 1¼ by ½-inch.....	7	do	
			200 pounds Russia ox-shoe shapes.....	5	do	
			100 pounds Russia nail rods.....	5	do	
			700 pounds cast steel, Adirondac Co.—			
			200 pounds 1¼-inch square.....	14	do	
			100 pounds 1¼-inch...do.....	14	do	
			100 pounds 1-inch....do.....	14	do	
			100 pounds ⅞-inch....do.....	14	do	
			100 pounds ¾-inch....do.....	14	do	
			100 pounds ⅝-inch...do.....	14	do	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 21	1851. June 30	Spalding & Parrott—Continued.	400 pounds assorted round cast steel, Adirondac Co	$0 10 per pound.	Portsmouth, N. H.
			100 pounds granite wedge.....do.....do	10 do	
			900 pounds iron pressed spikes—		
			200 pounds 8-inch	3½ do	
			400 pounds 7-inch	3½ do	
			300 pounds 6-inch	3½ do	
			2,300 pounds cut iron nails—		
			200 pounds 60d	3¼ do	
			400 pounds 40d	3¼ do	
			300 pounds 20d	3¼ do	
			1,900 pounds 12d	3¼ do	
			200 pounds 10d	3½ do	
			100 pounds 8d	3¼ do	
			100 pounds 6d	3¼ do	
			100 pounds 4d	3¼ do	
			325 pounds wrought iron nails—		
			125 pounds 20d	7 do	
			100 pounds 10d	7 do	
			100 pounds 8d	7 do	
			8,000 ¾-inch closet nails	40 do	
			2 gross 2-inch iron screws, No. 17	60 per gross.	
			2 gross 1½-inch iron screws, No. 14	40 do	
			2 gross 1¼-inch iron screws, No. 12	30 do	
			2 gross 1-inch iron screws, No. 10	20 do	
			1,850 pounds 5-pound sheet lead	5 per pound.	
			750 pounds 3-pound sheet lead	5 do	
			230 feet 1¼-inch lead pipe	15 per foot.	
			2 8-inch stock locks	40 each.	
			280 feet 11-16-inch iron sheet chain, Cotton & Hill's make	23 per foot.	
			180 feet ½-inch.....do.....do.....do	14 do	

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			6 dozen cast steel pit-saw files, 5-16 wide	1 20	per dozen.
			4 dozen 6-inch 3-square.do	1 30	do
			3 dozen 5-inch...do....do	1 00	do
			6 dozen 4½-inch..do....do	90	do
			12 dozen 4-inch..do....do	80	do
			6 dozen 3-inch...do....do	75	do
			3 dozen 14-inch cast steel flat bastard files	4 50	do
			3 dozen 12-inch....do.....do.....do	3 35	do
			3 dozen 14-inch....do....½-round....do	5 00	do
			3 dozen 12-inch....do.....do.....do	3 60	do
			3 dozen 14-inch....do.....round....do	5 25	do
			3 dozen 12-inch....do.....do.....do	3 50	do
			3 dozen 14-inch....do....square bastard files	4 50	do
			3 dozen 12-inch....do.....do.....do	3 25	do
			3 dozen 14-inch....do.....flat 2d cut files	5 00	do
			1 dozen 12-inch....do.....do.....do	3 80	do
			3 dozen 14-inch....do....flat fine cut files	6 00	do
			1 dozen 12-inch....do....flat knife 2d cut files	5 00	do
			1 dozen 14-inch....do....flat and fluted files	7 00	do
Dec. 4	30	Moses H. Wetherbee	1,450 pounds dry white lead	6	per pound.
			112 gallons linseed oil	80	per gallon.
			14 gallons spirits of turpentine	40	do
			96 pounds French yellow ochre	2½	per pound.
			20 pounds chrome yellow	20	do
			450 pounds Paris white	1½	do
			25 pounds litharge	5½	do
			40 pounds red lead	5½	do
			350 lights 7 by 9 Boston crown glass	4	per light.
			61 lights 8 by 10...do....do...do	5	do
			250 lights 8 by 12..do....do...do	8	do
Nov. 26	30	Seneca C. Kennard	1 back geared engine lathe, as described	500 00	
			1 engine lathe not back geared, as described	160 00	
			1 upright geared drilling machine, as described	250 00	
			1 cutting and punching....do.....do	350 00	
			1 double acting force pump .....do	150 00	
Dec. 11	30	Chas S. Storrow, agent.	1 cast iron pulley, 3 feet diameter, 8 inches wide, to fit a shaft 3 13-16 inches diameter	7	per pound.
			1 wrought iron shaft, 3 inches diameter, 4 feet long, with hangers, and 2 cast iron pulleys	7	do
			1 pulley 3 feet diameter, 7 inches wide	7	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
Dec. 11	June 30	Charles S. Storrow, agent—Continued.	1 pulley 4 feet diameter, 7 inches wide	$0 7 per pound.	Portsmouth, N. H.
			50 feet, more or less, of wrought iron shafting, 8 inches diameter, with hangers and pulleys for running 6 lathes; pulleys 22 inches diameter and 5 inches wide. The shafting to be fitted and coupled, in pieces 11 feet 8 inches long, and finished the whole length	7 do	
			6 pieces of short shafting, with hangers and iron pulleys for running 6 lathes. The whole to be put up and fitted in running order, as per plans furnished	7 do	
Dec. 9	30	Drake & Covell	60 feet best copper riveted belting, 10 inches wide	60 per foot.	
			50 feet best copper riveted belting, 2½ inches wide	15 do	
			50 feet best copper riveted belting, 3 inches wide	20 do	
Nov. 6	30	Ira Hazleton	750 feet cast iron suction discharge pipes, 4 inches bore, 5-16 inch thick, to have spigot and faucet joints, and one hydrant for delivering water: discharge pipes	2 4-10 per p'd.	
			Hydrant	8 00	
Nov. 21	30	Samuel A. Badger	50 sheets double elephant drawing paper	33 per sheet.	
			50 sheets double elephant tracing paper	42 do	
			10 sheets antiquarian drawing paper	1 25 do	
			8 reams ruled foolscap paper	4 00 per ream.	
			8 reams ruled letter paper	4 00 do	
			3 reams ruled envelope paper	5 00 do	
			1 ream blotting paper	5 50 do	
			12 gross steel pens	1 00 per gross.	
			500 goose quills, No. 60	2 50 per hundred.	
			1 gross lead-pencils, (Faber's,) assorted	7 50 per gross.	
			3 gallons black ink, in bottles	2 00 per gallon.	
			1 quart red ink, in bottles	75	
			4 quarts black sand	50 per quart.	
			1 pound red wafers	1 00 per pound.	
			1 pound sealing-wax	2 00 do	
			½ dozen penknives	24 00 per dozen.	

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			3 dozen pieces India rubber	1	00	do	
			6 dozen pieces red tape		42	do	
			4 dozen pieces taste	3	00	do	
			3 dozen memorandum books	3	00	do	
			2 dozen penholders	1	00	do	
			½ dozen inkstands	15	00	do	
	29	30	Edward F. Siso	25 tons anthracite (red ash) coal	7	10	per ton.	
Dec.	10	30	Hoyt & Burnham	1,000 bushels hard-wood charcoal		14	per bushel.	
	10	30	Ralph C. Cutter	20,000 pounds Indian corn meal	1	78	per 100 lbs.	
Nov.	26	30	Mathes & Varrel	200 pounds beef tallow		10	per pound.	
				6 dozen corn brooms	2	25	per dozen.	
				6 dozen birch brooms		75	do	
				2 dozen whitewash brushes, medium size	19	00	do	
				2 dozen 000 paint brushes	16	00	do	
				1 dozen 00 ground brushes	12	00	do	
				1 dozen largest size sash-tools	1	60	do	
				1 dozen second size sash-tools	1	40	do	
				230 gallons winter-strained oil	1	30	per gallon.	
	22	30	Augustus Simpson	Removing 9,500 cubic yards of earth and stone		45	per cub. yd.	
Dec.	3	30	Jesse C. Allen	176 ps. best yellow pine, 40 feet long, 12 by 12 in.—84,480 ft.	15	00	per M. feet..	Pensacola.
				709.....do.....40....do....6 by 12 in.—84,000 ft.	15	00	do	
				4.....do.....28....do....8 by 10 in.—773⅓ feet.	12	00	do	
				4.....do.....29....do....8 by 10 in.—746¾ feet.	12	00	do	
				1.....do.....26....do....8 by 12 in.—208 feet..	12	00	do	
				2.....do.....18....do....6 by 8 in.—144 feet..	12	00	do	
				14.....do.....30....do....6 by 8 in.—1,680 ft..	12	00	do	
				60.....do.....30....do....3 by 5 in.—2,250 ft..	12	00	do	
				4.....do.....40....do....6 by 8 in.—640 feet..	15	00	do	
				4.....do.....21....do....4 by 6 in.—168 feet..	12	00	do	
				4.....do.....21....do....8 by 8 in.—448 feet..	12	00	do	
				4.....do.....40....do....4 by 6 in.—320 feet..	15	00	do	
				8.....do.....12....do....4 by 6 in.—192 feet..	12	00	do	
				40.....do.....12....do....3 by 4 in.—480 feet..	12	00	do	
				4.....do.....13....do....6 by 8 in.—208 feet..	12	00	do	
				16.....do.....10....do....6 by 8 in.—640 feet..	12	00	do	
				26.....do.....20....do....3 by 8 in.—1,040 ft..	12	00	do	
				15.....do.....30....do....8 by 10 in.—3,000 ft..	12	00	do	
				10.....do.....17....do....8 by 10 in.—1,133⅓ ft.	12	00	do	
				40.....do.....12....do....3 by 8 in.—960 feet..	12	00	do	
				10.....do.....22....do....12 by 12 in.—2,640 ft..	12	00	do	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
Dec. 8	June 30	Jesse C. Allen—Cont'd..	21 ps. best yellow pine, 30 feet long, 12 by 12 in.—7,560 ft..	$12 00 per M. feet..	Pensacola.
			7.....do.....24....do...12 by 12 in.—2,016 ft..	12 00 do	
			120.....do.....24....do....3 by 12 in.—8,460 ft..	12 00 do	
			55.....do.....30....do....3 by 12 in.—4,950 ft..	12 00 do	
			1,400 lineal feet best yellow pine, 12 to 24 feet long, 3 by 5 inches—1,750 feet	12 00 do	
			540 best hard pine piles, from 50 to 50 feet long, 10 inches at small end	3 00 each.	
3	30	Wm. J. Keyser.....	65,500 feet best yellow pine boards, 18 to 20 feet long, 12 to 14 inches wide	10 00 per M. feet.	
			18,500 feet best yellow pine 2-inch plank, 18 to 20 feet long, 12 to 14 inches wide	10 00 do	
			15,000 feet best yellow pine 1½-inch plank, 18 to 20 feet long, 12 to 14 inches wide	10 00 do	
			3,500 feet best yellow pine ⅞-inch dressed flooring, tongued and grooved	25 00 do	
			2,000 feet best yellow pine 1¼-inch dressed flooring, tongued and grooved	25 00 do	
			2,200 feet best yellow pine 1⅛-inch dressed flooring, tongued and grooved	25 00 do	
			3,300 feet best juniper 2-inch plank	20 00 do	
			3,000.....do.....1½-inch plank	20 00 do	
			4,000.....do.....1-inch boards	20 00 do	
			13,000 feet best yellow pine boards, 18 to 20 feet long, 12 to 20 inches wide	10 00 do	
			10,000 feet common yellow pine boards, 12 to 20 feet long, 12 to 20 inches wide	10 00 do	
			6,000 feet best juniper boards, 18 to 20 feet long	20 00 do	
			4,000 feet best 1¼-inch juniper plank, 18 to 20 feet long	20 00 do	
			2,000 feet best 2-inch juniper plank, 18 to 20 feet long	20 00 do	
			1,500 bushels best charcoal	18¾ per bushel.	
9	30	Stephen G. Bogert.....	30 squares best imperial Dutchess or Countess slate	8 00 per square.	

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			100 feet 1½-inch gutta-percha belting (Tyler & Helm's patent)	12½	per foot.
			150 feet 2-inch.....do.....do.....do.....do..	15	do
			100 feet 2½-inch.....do.....do.....do.....do..	20	do
			100 feet 3-inch.....do.....do.....do.....do..	25	do
			300 feet 4-inch.....do.....do.....do.....do..	35	do
			100 feet 5-inch.....do.....do.....do.....do..	40	do
5	30	Francis Church	1,108 barrels best quality hydraulic cement.....	1 50	per barrel.
2	30	J. M. Stanard	970 pounds best American iron, 3 by ½ inch	4	per pound.
			100.....do.....do.....1½ by ½ inch	4	do
			80.....do.....do.....1½ by ¼ inch	4	do
			500.....do.....do.....1 by ¼ inch	4	do
			60.....do.....do.....2 by 1 inch	4	do
			50.....do.....do.....1¼ by 5-16 inch	4	do
			500.....do.....do.....1 inch diameter, round.....	4	do
			300.....do.....do.....¾ inch.....do.....	4	do
			500 .....do.....do.....½ inch.....do.....	4	do
			100.....do.....do.....⅜ inch.....do.....	4	do
			250.....do.....do.....¼ inch .....do.....	4	do
			30.....do.....do.....⅞ inch square	4	do
			100.....do.....do.....½ inch..do.....	4	do
			2 tons best American railroad iron, 2½ by ¾ inch.....	50 00	per ton.
			10 kegs 12d. best American cut nails.....	3 85	per keg.
			6 kegs 10d.....do.....do.....	3 85	do
			7 kegs 8d.....do.....do.....	3 85	do
			7 kegs 6d.....do.....do.....	3 85	do
			200 pounds best American 6-inch wrought spikes	12½	per pound.
			1,000 pounds best American iron, 3¾ by ⅜ inch.....	4	do
			200.....do.....do.....2¼ by ⅜ inch.....	4	do
			200.....do.....do.....2 by ¼ inch.....	4	do
			200.....do.....do.....1¾ by ¼ inch.....	4	do
			200.....do.....do.....1 by ¼ inch.....	4	do
			200.....do.....do.....¾ by ¼ inch.....	4	do
			300.....do.....do.....¾ inch diameter, round.	4	do
			200.....do.....do.....½ inch.....do.....	4	do
			200.....do.....do.....5-16 inch.....do.....	4	do
			300.....do.....do.....¼ inch.....do.....	4	do
			100 pounds best quality cast steel 1¾ inch square, Adirondac Company.....	20	do
			100 pounds best quality cast steel 1½ inch square, Adirondac Company.....	20	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
Dec. 2	June 30	J. M. Stanard—Continued.	100 pounds best quality cast steel 1¼ inch square, Adirondac Company	$0 20 per pound.	Pensacola.
			100 pounds best quality cast steel 1 inch octagon, Adirondac Company	20 do	
			150 pounds best quality cast steel ⅞ inch octagon, Adirondac Company	20 do	
			100 pounds best quality English blister steel 3 × ⅝ inches	12½ do	
			20 pounds best quality cast steel ¾ × ¼ inch, Adirondac Company	20 do	
			10 pounds best quality cast steel 1 × ½ inch, Adirondac Company	20 do	
			20 pounds best quality cast steel ½ inch square, Adirondac Company	20 do	
			40 pounds best quality cast steel 1 inch round, Adirondac Company	20 do	
			40 pounds best quality cast steel ⅞ inch round, Adirondac Company	20 do	
			20 pounds best quality cast steel ⅝ inch round, Adirondac Company	20 do	
			40 pounds best quality cast steel ½ inch round, Adirondac Company	20 do	
			20 kegs best quality iron cut nails, assorted from 6 to 12 penny	3 85 per keg.	
			65 tons best quality screw pressed hay	1 00 per 100 lbs.	
Nov. 30	30	Samuel Locke	7,900 pounds best pure white lead in oil	7½ per pound.	
			85 gallons best pure linseed oil	90 per gallon.	
			65 gallons best pure spirits of turpentine	50 do	
			10 gallons best pure copal varnish	2 00 do	
			62 pounds best chrome green, dry	40 per pound.	
			200 pounds best refined black paint	7½ do	
			29 pounds best patent dryers	35 do	
			550 feet best Mallica's window glass 10 × 14 inches	6 per foot.	
			200..do..do....do.....do...do..12 × 14..do	6½ do	
			100..do..do....do.....do...do..12 × 16..do	7 do	

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160..do..do....do.....do...do..14 × 20..do.....	7½	do
600 pounds best Spanish whiting.....	1¼	per pound.
1,000 pounds best pure white lead in oil.....	7½	do
100 gallons best spirits of turpentine in five gallon cans....	60	per gallon.
15 gallons best copal varnish.....	2 25	do
10 pounds best Vandyke brown.....	50	per pound.
50 pounds best chrome green.....	40	do
5 pounds best gamboge.....	75	do
5 pounds best Chinese vermillion.....	2 00	do
25 pounds best patent dryers.....	35	do
1,000 gallons best winter strained sperm oil.....	1 25	per gallon.
120 gallons winter strained lard oil.....	80	do
60 gallons best neatsfoot oil.....	1 25	do
2 dozen fitchers, assorted.....	2 00	per dozen.
2 dozen sable hair pencils.....	50	do
2 dozen flat brushes with Russia bristles, 2 to 3 inches wide	5 00	do
10 sides of rigging leather, best quality.....	2 50	per side.
10 sides best belt leather.....	1 75	do
10 sides best lacing leather.....	1 50	do
10 sides best bellows leather.....	3 50	do
10 sides best harness leather.....	2 50	do
10 barrels raw tar.....	3 50	per barrel.
10 barrels coal tar.....	2 50	do
500 pounds chalk.....	2	per pound.
60 pounds flour of emery.....	10	do
60 pounds emery, No. 1.....	10	do
60 pounds emery, No. 2.....	10	do
30 pounds emery, No. 3.....	10	do
20 pounds borax.....	25	do
12 pounds sal ammoniac.....	50	do
6 dozen sheets lantern-horn.....	1 00	per dozen.
3 gross seaming needles.....	1 50	per gross.
3 dozen oars, assorted, 8 to 10 feet, 324 feet.....	8	per foot.
10 pounds lamp-wick.....	25	per pound.
20 yards best quality green baize.....	60	per yard.
40 yards cotton canvass.....	25	do
2 gallons muriatic acid.....	75	per gallon.
½ gallon sulphuric acid.....	1 10	do
200 lbs brown soap.....	6	per pound.
12 gross Clark's friction matches.....	1 25	per gross.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Where deliverable.
1850. Nov. 80	1851. June 30	Sam'l. Locke—Continued.	10 dozen best quality corn brooms	$3 00	per dozen.	Pensacola.
			10...do...do....do..hickory brooms	1 50	do	
			10...do...do....do..whitewash brushes	7 00	do	
			3....do...do....do..dusting.....do	4 00	do	
			10...do...do....do..14 inch flat bastard files	6 00	do	
			6....do...do...do..13..do..do....do....do	5 50	do	
			10...do...do....do..12..do..do....do....do	4 50	do	
			4....do...do....do...8..do..do....do....do	3 00	do	
			10...do...do....do..14..do..half round..do	7 00	do	
			4....do...do....do..12..do..do....do....do	5 00	do	
			4....do...do....do..10..do..do....do....do	3 50	do	
			4....do...do....do..12..do..round files	4 50	do	
			4....do...do....do..10..do...do...do	3 00	do	
			4....do...do....do...6..do...do...do	1 50	do	
			64...do...do....do...4 to 6 inch saw files, assorted	1 00	do	
			12...do...do....do...small size saw files, assorted	75	do	
			1....do...do....do...4 to 6 inch half round files	2 00	do	
			1....do...do....do...4 to 8 inch square safe-edge files	2 50	do	
			10...do...do....do..12 inch cross-cut saw files	5 00	do	
			12...do...do....do...8..do.....do....do	2 50	do	
			2....do...do....do..10..do..whip-saw files	3 50	do	
			4....do...do....do..shoeing files	5 50	do	
			12...do...do....do..single twist ship augers from $\frac{5}{8}$ to $2\frac{1}{4}$ inches, 1 dozen each size	20	per quarter.	
			3 dozen best quality screw augers, assorted, from $\frac{1}{2}$ to 2 inches	2 00	per dozen.	
			1 dozen best quality handsaws	20 00	do	
			1..do....do...do...brass padlocks	12 00	do	
			4..do....do...do...iron..do	3 50	do	
			1..do....do...do...chest locks	2 50	do	
			3..do....do...do...narrow axes with handles	13 50	do	
			4 dozen pairs best quality iron butt hinges, 2 to 4 inches	1 20	do	
			6 dozen best quality chalk lines	35	do	
			80 pounds best quality glue	20	per pound.	

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			20,000 best quality spriggs, 1 to two inches, assorted	20	per M.
			25,000 best quality copper pump tacks, assorted	45	do
			60,000 best quality iron tacks, assorted	10	do
			6 pairs best quality round plyers	30	per pair.
			6 pairs best quality flat plyers	30	do
			3 pairs best quality cutting plyers	5 00	do
			12 steel squares, best quality	1 15	do
			2 dozen best quality crucibles, No. 50 2..do...do....do....do.....No. 35 } 2,640 Nos. 2..do...do....do....do.....No. 25	6½	per No.
			40 quires sand-paper, assorted	25	per quire.
			50 pounds best quality iron wire gauge, No. 6 to 16	10	per pound.
			20 pounds best quality copper bell wire	40	do
			20 pounds best quality brass bell wire	45	do
			10 dozen best quality American shovels, No. 7	12 00	per dozen.
			6 dozen best quality American spades, No. 1	12 00	do
			2 dozen best quality Virginia hoes, No. 1	5 00	do
			5 dozen best quality hatchets with handles	7 50	do
			2 best quality grindstones, 30 to 36 inches diameter	2 25	each.
			24 dozen best quality steel-faced claw-hammers	4 50	per dozen.
			24 dozen best quality japanned latches	1 25	do
			6 dozen best quality curry combs, with steel back combs	2 00	do
			10 monkey wrenches of best pattern	1 50	each.
			3 boxes 1 × tin, 12 × 14 inches	11 75	box.
			2 best quality Tower vices, 100 pounds each	12½	per pound.
			2....do.....do.....80.....do	12½	do
			2....do.....do.....60.....do	12½	do
			6 jack-screws, Ballard's patent, 22 to 30 inches long, and from 2 to 2½ inches in diameter	22 00	each.
27	30	Chas. G. Barkley	10 reams best regulation paper	3 00	per ream.
			10 reams letter paper, faint-lined	2 25	do
			10 reams foolscap paper	2 00	do
			6 reams envelope paper	4 00	do
			1 ream note paper	2 00	do
			24 gross Gillott's steel pens, in boxes, each 12 pens and a holder	1 50	per gross.
			6 gross Gillott's fine pointed steel pens, each 12 pens and a holder	2 50	do
			1,000 goose quills, best quality	12 50	do
			4 dozen pint bottles black ink, best quality	60	per dozen.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 27	1851. June 30	Chas. G. Barkley—Con.	2 dozen pieces India rubber	$0 50 per dozen.	Pensacola.
			½ dozen ivory pounce boxes	3 00 do	
			1 dozen letter stamps	2 50 do	
			12 dozen black lead writing pencils	50 do	
			1 dozen slates, 8 × 12 or 14 inches	1 50 do	
			6 dozen small memorandum books with leather covers	60 do	
			1 dozen Congress penknives with erasing blades	18 00 do	
			5 gross best slate pencils	5 per gross.	
			20 pounds black sand	5 per pound.	
			5 pounds red sealing wax	80 do	
			1 pound black sealing wax	80 do	
			5 pounds letter wafers	50 do	
			3 pounds note wafers	50 do	
			6 pounds gum arabic	75 do	
			1 dozen large size japanned inkstands	1 00 per dozen.	
			24 sheets antiquarian drawing paper, 45 × 30 inches	90 per sheet.	
			24 sheets double elephant drawing paper, 40 × 28 inches	40 do	
			12 sheets best atlas drawing paper, 23 × 25 inches	30 do	
			12 sheets imperial drawing paper, 30 × 22 inches	25 do	
			30 sheets tracing paper, 30 × 50 inches	20 do	
			1 gross Mear's drawing pencils, HH	4 50 per gross.	
			4 dozen sable camel hair pencils, assorted	37½ per dozen.	
			3 reams blotting paper	4 50 per ream.	
Dec. 14	30	.....	150 cords hard, sound oak wood	2 72 do	
			150 cords hard, sound, pine light wood	2 70 do	
Nov. 27	30	Henry F. Ingraham	2,000 bushels best quality corn	68 per bushel.	
			2,000 bushels best quality oats	58 do	
Dec. 13	30	Pattison & Avery	2 best quality 10-inch store room locks	2 00 each.	
			2....do.....10-inch iron rim knob locks	2 00 do	
			24...do.....8-inch....do.....do	1 50 do	
			24...do.....6-inch....do.....do	1 25 do	
			12...do.....4-inch brass draw locks	1 00 do	

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			12...do.....3-inch iron cupboard locks	50	do	
			48...do.....6-inch box-knob latches	50	do	
			24...do.....iron padlocks	50	do	
			48 pairs best quality 4-inch butt hinges, iron	12	per pair.	
			24....do....do....3-inch....do....do	12	do	
			12....do....do....5-inch iron Parliament butt hinges	25	do	
			86 gross.....do....iron screws, assorted, from 1 to 2 inches	30	per gross.	
			30 pounds best quality sash cord, (like sample)	25	per pound.	
			12 sash pulleys	20	each.	
			12 brass cocks 1½-inch diameter	2 25	do	
			60 pounds block tin	30	per pound.	
			200 pounds pig lead	5	do	
			300 pounds sheet lead, 5 pounds to square foot	6	do	
			200 pounds 16-ounce sheet zinc	10	do	
19	30	Jesse C. Allen	60,000 feet best quality hard pine, 30 feet long, 12 by 3¾ inches—board measure	12 00	per M.	
1851.						
Jan. 11	30	John W. Mayo	3,000 feet best quality ash plank, 12 feet long, 12 to 20 inches wide, 2 inches thick	24 00	do	
			500 feet best quality ash plank, 20 feet long, 12 to 16 inches wide, 1½ inches thick	25 00	do	
			1,000 feet best quality ash plank, 12 feet long, 12 to 16 inches wide, 3 inches thick	23 00	do	
			2,000 feet best quality ash plank, 12 feet long, 12 to 16 inches wide, 4 inches thick	20 00	do	
18	30	Chester P. Knapp	906 casks best quality Thomaston or Washington lime	1 25	per cask.	
1850.			450 casks best quality Seely's mountain lime	1 40	do	
Dec. 7	30	John Shelby	394 barrels best quality hydraulic cement, 300 pounds to bbl	3 25	per barrel.	Memphis.
9	30	W. A. Bickford	416,000 best quality paving bricks	12 00	per M.	
			906,107 best quality hard burnt red bricks	12 00	do	
9	30	Wm. M'Kean	60,605 bushels clean sharp sand	4.99	per bush.	
10	30	Wm. A. Bickford	11,000 bushels best Pittsburg coal	40	do	
10	30	Andrew Oberly	819 pounds sheet copper, sheets 30 by 60 inches	30	per pound.	
			881 perches blue limestone foundation stone, 6 to 18 inches thick, beds 12 to 24 inches broad, (flat, well shaped)	5 50	per perch.	
			174 perches blue limestone curb-stone, blocks 3 to 5 feet long, 6 inches thick, 18 inches deep	5 50	do	
11	30	Wm. A. Bickford	16,564 feet square-edged sheeting, board measure	1 95	per 100 feet.	
			4,320 feet 1-inch ceiling, 16 feet long, seasoned, board meas.	2 50	do	
			15 pieces 3 × 16 inches 13 feet long	2½	per foot.	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Dec. 10	1851. June 30	Wm. A. Bickford—Con.	3 pieces 8 × 14 inches, 32 feet long	$0 2½ per foot.	Memphis.
			3 pieces 8 × 9 inches, 31 feet long	2½ do	
			2 pieces 8 × 10 inches, 23 feet long	2½ do	
			9 pieces 4½ × 12 inches, 25 feet long	2½ do	
			9 pieces 5 × 12 inches, 21 feet long	2½ do	
			5 pieces 3 × 10 inches, 28 feet long	2½ do	
			2 pieces 8 × 8 inches, 16 feet long	2½ do	
			29 pieces 4 × 11 inches, 25 feet long	2½ do	
			200 feet 1½-inch white pine; clear stuff, board measure	3 90 per 100 feet.	
			100 feet 2-inch.....do.....do.....do	3 90 do	
			1,325 feet 1¼-inch...do.....do.....do	3 90 do	
			1,900 feet 1-inch....do.....do.....do	3 90 do	
			3 pieces 8 × 14 inches, 32 feet long.....do	2½ per foot.	
			3 pieces 8 × 9 inches, 31 feet long.....do	2½ do	
			2 pieces 8 × 10 inches, 23½ feet long.....do	2½ do	
			21 pieces 4 × 12 inches, 25 feet long.....do	2½ do	
			34 pieces 4 × 6 inches, 20 feet long.....do	2½ do	
			8 pieces 4 × 12 inches, 9 feet long.....do	2½ do	
			2 pieces 8 × 8 inches, 16 feet long.....do	2½ do	
			16 pieces 5 × 8 inches, 13 feet long.....do	2½ do	
			11 pieces 2 × 15 inches, 20 feet long.....do	2½ do	
			14 pieces 3 × 10 inches, 27 feet long.....do	2½ do	
			8 pieces 5 × 12 inches, 21 feet long.....do	2½ do	
			448 pieces 3½ × 14 inches, 24 feet long.....do	2½ do	
			12 pieces 12 × 14 inches, 21 feet long.....do	2½ do	
			11 pieces 12 × 14 inches, 10 feet long.....do	2½ do	
			22 pieces 2 × 12 inches, 20 feet long.....do	2½ do	
			22 pieces 5 × 9 inches, 20 feet long.....do	2½ do	
			12 pieces 5 × 9 inches, 16 feet long.....do	2½ do	
			74 pieces 10 × 12 inches, 20 feet long.....do	2½ do	
			1,600 feet 3-inch plank.....do	2½ do	
			172 pieces 3 × 4 inches, 11 feet long.....do	2½ do	

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15,000 feet 1¼-inch flooring, yellow pine....do.....	3	do
7,000 feet 1-inch sheeting.....do.....	2	do
800 feet 2-inch plank.....do.....	3	do
1,000 feet scaffolding plank.....do.....	2	do
1,000 feet 1¼ plank.....do.....	3	do
13 pieces 8 × 14 inches, 50 feet long.....do.....	4	do
13 pieces 8 × 9 inches, 15 feet long.....do.....	2½	do
26 pieces 8 × 9 inches, 19 feet long.....do.....	2½	do
26 pieces 8 × 12 inches, 10 feet long.....do.....	2½	do
26 pieces 5 × 8 inches, 8 feet long.....do.....	2½	do
130 pieces 3½ × 5 inches, 19½ feet long.....do.....	2½	do
36 pieces 6 × 9 inches, 21 feet long.....do.....	2½	do
12 pieces 5½ × 9 inches, 22 feet long.....do.....	2½	do
130 pieces 3½ × 6 inches, 10 feet long.....do.....	2½	do
500 piles, 30 feet long, 12 inches diameter at centre, 15,000 feet.....	9	per lineal ft.
8,000 feet 1-inch square-edged sheeting, board measure....	2	per foot.
205 feet 3 × 11 inches.....do.....	2½	do
10 pieces 14 feet long, 1½ × 12 inches, yellow pine, board measure.....	2½	do
30 pieces 3 × 5 inches, 12 feet long, yellow pine, board measure.....	2½	do
15 pieces 2½ × 8 inches, 18 feet long, yellow pine, b'd meas.	2½	do
20 pieces 8 × 9 inches, 21 feet long.....do.....	2½	do
1,600 feet 1-inch clear stuff, white pine, board measure.....	3 90	per 100 feet.
11 pieces 6 × 12 inches, 55 feet long.....do.....	4	per foot.
18 pieces 6 × 9 inches, 16 feet long.....do.....	2½	do
86 pieces 6 × 12 inches, 10½ feet long.....do.....	2½	do
36 pieces 6 × 8 inches, 19½ feet long.....do.....	2½	do
142 pieces 3 × 6 inches, 21 feet long.....do.....	2½	do
9 pieces 6 × 8 inches, 18 feet long.....do.....	2½	do
142 pieces 3 × 6 inches, 10½ feet long.....do.....	2½	do
17 pieces 5½ × 9 inches, 19 feet long.....do.....	2½	do
24 pieces 3 × 12 inches, 24 feet long.....do.....	2½	do
32 pieces 6 × 12 inches, 14 feet long.....do.....	2½	do
16 pieces 3 × 4 inches, 10 feet long.....do.....	2½	do
500 lineal feet 5 × 12 inches, 12 to 16 ft. long, board meas.	2½	do
30 pieces 16 feet long.....do.....	2½	do
14 pieces 18 feet long.....do.....	2¾	do
42 pieces 18 feet long.....do.....	2½	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
Dec. 10	June 30	Wm. A. Bickford—Con.	14 pieces white pine, 18 feet long, board measure	$0 2½ per foot.	Memphis.
			14 pieces 18 feet long.....do.....	2½ do	
			2 pieces 15 feet long.....do.....	2½ do	
			2 pieces 15 feet long.....do.....	2½ do	
			130 pieces 8 feet long.....do.....	2½ do	
			130 pieces 24 feet long.....do.....	2½ do	
			3,500 ft. 1-inch cypress, 18 ft. long, 8 inches wide, b'd meas.	3 do	
			30 joists 3 × 14 inches, 18 feet long.....do.....	2½ do	
			2,500 feet, 1¼-inch yellow pine flooring.....do.....	3 do	
			8,000 feet 1-inch cypress sheeting.....do.....	2 do	
			85 lineal feet 3 × 11 inches.....do.....	2½ do	
11	30	Wm. A. Bickford.....	1,450 pounds best quality white lead, in 25 pound kegs.....	10 per pound.	
			15 boxes window glass 10 × 16 inches.....	9 00 per box.	
			150 gallons best sperm oil.....	1 50 per gallon.	
			20 gallons linseed oil.....	1 00 do	
			12 gallons spirits turpentine.....	1 00 do	
			100 pounds putty.....	8 per pound.	
			10 gallons lard oil.....	90 per gallon.	
11	30	Daniel Hughes.....	250 feet best English tiles (ridge).....	20 per foot.	
			61,530 best Welch stakes ½—9 inches wide, 18 inches long..	47 50 per M.	
			...do.....do.....do..1½—10.....do.....do.....do.....	47 50 do	
			2,245 casks of lime.....	93 per cask.	
11	30	S. H. Lamb.....	10 reams best quality letter paper (ruled).....	6 00 per ream.	
			10 reams best quality cap paper (ruled).....	7 00 do	
			2 quires atlas paper (drawing).....	6 00 per quire.	
			500 quills, No. 80, best quality.....	4 00 per hundred.	
			4 gross best metallic pens.....	1 50 per gross.	
			2 dozen pint bottles best black ink.....	3 00 per dozen.	
			½ dozen bottles French carmine red ink.....	5 00 do	
			4 pounds best sealing wax.....	1 50 per pound.	
			2 dozen papers black sand.....	50 per dozen.	
			2 dozen blank books, No. 9, 8vo.....	1 00 do	

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			1 dozen pieces India rubber	75	do	
			12 dozen lead pencils, assorted numbers, best quality	75	do	
			500 envelopes, assorted sizes	60	per hundred.	
			2 counting-house parallel rulers	75	each.	
			3 dozen bolts tasto	3 00	per dozen.	
			4 dozen linen tape (red)	50	do	
12	30	Enoch J. Davis	700 bushels corn	85	per bushel.	
			700 bushels oats	75	do	
			15,000 pounds chopped rye	2½	per pound.	
			10,000 pounds sheaf oats	1½	do	
1851.			40,000 pounds hay, best quality	1	do	
April 21	30	Charles M'Calley	Removing and rebuilding stable at Naval Asylum, Phila	1,400 00		Philadelphia.
		C. H. Wright	Building wall, and materials.....do	3 25	per lineal ft.	do
1850.	1850.					
Nov. 11	Dec. 31	A. S. Wooldridge	10,000 bushels best Virginia average coal	17	per bushel.	Washington.
			3,000....do.....do.....lump....do	20	do	
11	Nov. 15	Haslett McKim	20 sheets brazier's copper, 72 inches long, 32 inches wide, 60 ounces to the foot	24	per pound.	
			20 sheets brazier's copper, 72 inches long, 32 inches wide, 50 ounces to the foot	24	do	
13	15	M. G. Emery	375 perches best blue large building stone	2 12½	per perch.	
	1851.					
14	June 30	W. P. Pearson & Co	562 barrels best wood-burnt lime	93	per barrel.	
			200..do... do..mountain...do	1 61	do	
			50 tons best anthracite coal, for cupola use	5 74	per ton.	
			15. do....do.....do..for grate use	5 74	do	
15	30	Stephen G. Bogert	64 white oak piles, 20 feet long and 12 inches square	6 00	each.	
			12.... do...butts, 16 feet long, to square 16 inches at butt, for cart tongues	3 00	do	
			500 superficial feet 1-inch white oak boards	5	per foot.	
			500 best Susquehanna slate, 10 by 16	48 00	per M.	
			20 pounds best hydraulic cement	1 70	per pound.	
16	30	Garret Anderson	8 reams cap paper, best quality, faint lined	4 00	per ream.	
			8..do..letter do.....do.....do....3 sides	3 50	do	
			4..do..envelope paper, best quality	4 00	do	
			1..do..cap paper, faint lined to pattern	5 00	do	
			1..do..suitable for envelopes	3 00	do	
			1..do..blank bills of lading, on good paper, per pattern	10 00	do	
			1..do... do..invoices, per sample	12 00	do	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1851.				
Nov. 16	June 30	Garret Anderson—Con'd.	1 ream blank requisition books, half-bound in boards, 2 and 3 quires in each	$22 00 per ream	Washington.
			1 ream blank receipts for master workmen, per pattern	15 00 do	
			1..do... do..half-monthly returns, printed and ruled to pattern	26 00 do	
			4 gallons black ink, in quart bottles, best quality	3 00 per gallon.	
			1 gallon blue fluid, in pint bottles .....do	4 00 do	
			24 small bottles carmine red ink.....do	6 00	
			6 dozen penholders.....do	50 per dozen.	
			9 gross steel pens on cards.....do	3 00 per gross.	
			1 pound wafers	1 00 per pound.	
			1..do.. sealing wax	1 50 do	
			24 dozen black lead pencils	75 per dozen.	
			6...do..red tape	50 do	
			6...do..black sand, or 24 pounds	25 do	
			2...do..pieces India rubber	50 do	
			4 sticks India ink	1 00	
			300 No. 80 quills	3 00 per hundred.	
			12 4-bladed Rodgers' or Woslenholm's penknives, best quality	1 75 each.	
			1 quire antiquarian drawing paper, best quality	15 00 per quire.	
			2 quires double elephant ..do.....do	7 50 do	
			1 quire.....do.....tracing paper..do	12 00 do	
			30 yards tracing cloth.....do	75 per yard.	
			1 bundle soapstone slate pencils.....do	50	
16	30	Henry S. McCombs	68 running feet patent stretched leather belting, 14 in. wide.	91 per r. foot.	
			108.....do.....do.....do.....10..do....	62 do	
			250.....do.....do.....do.....8..do....	48 do	
			300.....do.....do.....do.....3½..do....	21 do	
			300.....do.....do.....do.....3..do....	18 do	
			250.....do.....do.....do.....2¾..do....	16½ do	
			200.....do.....do.....do.....2..do....	12 do	
			150.....do.....do.....do.....1¾..do....	10½ do	

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16	30	L. Jones	2,205 barrels best quality eastern branch building sand	13½	per barrel.
			50 tierces best brass founders' Philadelphia moulding sand	3 50	per tierce.
			12.....do.....do.....Albany.....do	3 40	do
			12 tons best quality timothy hay	17 80	per ton.
18	30	O. Whittlesey	2,600 pounds pure white lead, in oil	7½	per pound.
			3,500..do....do.....do....dry	6½	do
			950....do....do..Spanish brown....dry	1	do
			1,600..do....do..Spanish whiting....do	1	do
			175....do....do..litharge.....do	6	do
			150....do....do..Paris green.....do	40	do
			50.....do....do..chrome yellow.....do	30	do
			30.....do....do..chrome green.....do	30	do
			5.....do....do..Chinese vermillion.do	1 75	do
			5 . ...do....do..Prussian blue.....do	90	do
			375 gallons...do..raw linseed oil	80	per gallon.
			72.....do....do..spirits turpentine	40	do
			500....do....do..winter-strained sperm oil	1 35	do
			400....do....do..neats-foot oil	87½	do
			620 lights, 11 by 17 inches, first quality	7	per light.
			162..do...10 by 17..do.....do	6	do
			150..do...10 by 14..do.....do	5	do
			736..do...10 by 12..do.....do	3	do
			1 package best quality gold leaf	8 00	
19	March 1	A. & T. A. Ricards	100,000 best arch brick	6 00	per M.
			541,000..do..hard red brick	6 75	do
			27,500..do..Berry's premium fire brick	38 00	do
			3,500...do..Mount Savage.....do	40 00	do
	1850.				
25	Dec. 15	Philip Otterback	200 cords best quality seasoned pine wood	2 99	per cord.
	1851.				
29	June 30	William B. Scott	480 bushels old corn	48	per bushel.
			480....do..old oats	48	do
30	March 1	W. W. Davis	36,200..do..Cumberland average coal	12¼	do
			6,000..do.....do.....lump....do	12¼	do
Dec. 10	June 30	Eli Dyer	5,000..do..best maple or pine charcoal	9	do
	1850.				
Nov. 16	Dec. 15	W. H. Gunnell	22,000 sup. ft. 2-in. prime white pine boards, 12 and 16 ft. long	41 35	per M.
			24,000..do..1-in.....do.....do... 12 and 16..do...	41 50	do
			500 ....do..½-in.....do.....do... 12 and 16..do...	43 00	do
			3,000...do..2-in. merchantable....do... 12 and 16..do...	39 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850.	1850.				
Nov. 16	Dec. 15	W. H. Gunnell—Contin'd.	1,000 sup. ft. ½-inch merchantable boards, 12 and 16 ft. long.	$39 00 per M.....	Washington.
			3,000...do..1-inch.....do.....do...12 and 16..do...	36 00 do	
			6,000...do..2-inch select cullings..do...16.....do...	27 80 do	
			9,000...do..1-inch.....do.....do...16.....do...	26 00 do	
			800....do..2-inch common cullings do...16.....do...	15 30 do	
			52,000..do..1-inch.....do.....do...16.....do...	14 95 do	
	1851.		3,000...do..1¼-inch North Carolina yellow pine boards, 18 feet long.....	24 00 do	
'15	June 30	Bousal & Brother.....	275 tons best American gray pig iron, No. 1, 2,240 lbs. to ton.	23 00 per ton.	
			7,000 pounds 2½-inch round iron.....	2½ per pound.	
			4,000..do...2⅝-inch.....do.....	2⅝ do	
			3,500..do...2-inch.....do.....	2¼ do	
			2,500..do...1⅞-inch.....do.....	2⅛ do	
			2,000..do...1½-inch.....do.....	2½ do	
			1,500..do...1¼-inch.....do.....	2⅜ do	
			1,500..do...1⅛-inch.....do.....	2⅓ do	
			1,500..do...1-inch.....do.....	2½ do	
			1,500..do...⅞-inch.....do.....	2½ do	
			1,000..do...¾-inch.....do.....	2½ do	
			14 bars, each 14 feet long, ⅞-inch round iron, 392 pounds..	2½ do	
			14..do..... 10...do....¾-inch.....do....280...do....	2½ do	
			420 feet 2½ by ⅞-inch flat bar iron, 2,436 pounds.....	2½ do	
			100 feet 2½ by ¾-inch flat bar iron, 633 pounds.....	2½ do	
			70 feet 1¼ by ⅝-inch flat bar iron, 410 pounds.....	2½ do	
			50 pounds ½-inch square cast steel, best quality of Adirondac Company's manufacture.....	15 do	
			500 pounds ⅝-inch square cast steel, best quality of Adirondac Company's manufacture.....	15 do	
			550 pounds ¾-inch square cast steel, best quality of Adirondac Company's manufacture.....	15 do	
			350 pounds ⅞-inch square cast steel, best quality of Adirondac Company's manufacture.....	15 do	

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500 pounds 1-inch square cast steel, best quality of Adirondac Company's manufacture	15	do
400 pounds 1½-inch square cast steel, best quality of Adirondac Company's manufacture	15	do
400 pounds 1¼-inch square cast steel, best quality of Adirondac Company's manufacture	15	do
600 pounds 1⅛ inch square cast steel, best quality of Adirondac Company's manufacture	15	do
350 pounds 1⅞-inch square cast steel, best quality of Adirondac Company's manufacture	15	do
400 pounds 2-inch square cast steel, best quality of Adirondac Company's manufacture	15	do
100 pounds 2½ inch square cast steel, best quality of Adirondac Company's manufacture	15	do
150 pounds 3-inch square cast steel, best quality of Adirondac Company's manufacture	15	do
100 pounds 3 by ½-inch flat cast steel, best quality of Adirondac Company's manufacture	15	do
15 pounds 2-16-inch steel wire	45	do
400 pounds 3 by ⅝-inch shear steel, best quality of Adirondac Company's manufacture	15	do
400 pounds best English blister steel	10	do
100 pounds 40-penny cut nails	4	do
300 pounds 30-penny cut nails	4	do
600 pounds 20-penny cut nails	4	do
1,400 pounds 12-penny cut nails, finished	4	do
900 pounds 10-penny cut nails, finished	4	do
200 pounds 8-penny cut nails, finished	4	do
400 pounds 6-penny cut nails, finished	4	do
100 pounds 6-penny wrought nails	15	do
1 ream sand paper	4 00	per ream.
1 ream fine emery paper	6 00	do
150 pounds best Irish glue	20	per pound.
100 pounds best white chalk	2	do
50 pounds best gum shelac	20	do
10 pounds best shoe thread	50	do
15 pounds best refined borax	30	do
5,200 pounds oakum, suitable for wiping	5½	do
2 pounds fine sponge	1 50	do
28 sides stout bellows leather	2 50	per side.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 15	1851. June 30	Bonsal & Brother—Con.	28 sides heavy belt leather or harness do	$5 00 per side.	Washington.
			13 dozen best quality corn brooms	3 00 per dozen.	
			10 dozen best quality hickory brooms	2 00 do	
			1 dozen best quality double dusters	5 00 do	
			6 dozen best quality (0000) ground paint brushes	7 00 do	
			6 dozen best quality, No. 7, ground paint tools	1 50 do	
			4 dozen best quality 8-knot whitewash brushes	4 50 do	
			1 set best quality graining brushes, complete	4 00 per set.	
			6 sweeping brushes, large size	1 00 each.	
			10 boxes Mount Eagle tripoli, 50 pounds each	3 00 per pound.	
			1 glazier's diamond of good quality	6 00	
			12 chalk lines, each 100 feet in length	25 each.	
			20 gallons sweet oil	1 50 per gallon.	
			15 gallons spirits of wine	1 00 do	
			30 black lead crucibles, No. 20	1 50 each.	
			30 black lead crucibles, No. 25	1 25 do	
			3 pounds whipping twine	50 do	
			3 dozen 8-inch 3-square saw files	1 00 per dozen.	
			6....do...4..do....do..do..do	1 00 do	
			30...do...4½..do....do..do..do	1 00 do	
			10...do...5..do....do..do..do	1 20 do	
			10...do...6 .do....do..do..do	1 50 do	
			4....do...6..do..round smooth files	1 50 do	
			2....do..12..do..round smooth files	5 00 do	
			3....do..10..do..round bastard files	3 00 do	
			4....do..14..do..round bastard files	6 00 do	
			12...do...6..do..half round files	1 25 do	
			10...do.. 8..do...do..do...do	1 80 do	
			6....do..10..do...do..do...do	3 00 do	
			24...do..15..do...do..do...do	6 25 do	
			4....do...4..do..half round smooth files	1 00 do	
			4....do...6..do...do..do.....do..do	1 50 do	

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8....do...8..do...do..do.....do..do	2 50	do
8....do..10..do...do..do.....do..do	3 50	do
6....do..18..do..flat bastard files	11 00	do
4....do...6..do..flat smooth files	1 50	do
7....do...8..do...do..do.....do	2 00	do
6....do..10..do...do..do.....do	3 50	do
4....do...6..do..hand safe-edge smooth files	2 00	do
8....do...8..do...do..do...do....do....do	3 00	do
20...do..10..do...do..do...do....do....do	4 00	do
14...do..12..do...do..do...do....do....do	6 00	do
10...do..14..do...do..do...do....do....do	8 00	do
6....do...6..do..hand safe bastard files	1 50	do
6....do...8..do...do..do....do....do	2 00	do
30...do..10..do...do..do....do....do	2 80	do
32...do..12..do...do..do....do....do	4 25	do
50...do..14..do...do..do....do....do	6 00	do
20...do..15..do...do..do....do....do	7 00	do
20...do..16..do...do..do....do....do	8 50	do
1 box 2 inch Randall's patent brads	10	per box.
1..do..1¼..do....do.....do....do	10	do
1..do..1½..do....do.....do....do	10	do
1..do..1¼..do....do.....do....do	10	do
1..do..1...do....do.....do....do	10	do
1..do...¾..do....do.....do....do	10	do
1..do...⅝..do....do.....do....do	10	do
1..do...½..do....do.....do....do	10	do
1..do...⅜..do....do.....do....do	10	do
2,000 ½ inch Randall's cut iron tacks	25	per M.
2,000 ⅜..do....do.....do..do..do	25	do
2,000 ¼..do....do.....do..do..do	25	do
12 gross 3 inch iron screws, Nos. 12, 15 and 18	1 00	per gross.
6...do..2½..do..do....do....do...12, 14 and 18	1 00	do
28..do..2...do..do....do... do...12, 14 and 16	1 00	do
10..do..1½..do..do....do....do...12, 14 and 16	1 00	do
20..do..1¼..do..do....do....do...11, 12 and 14	1 00	do
12..do..1...do..do....do....do...11, 12 and 13	1 00	do
9...do...¾..do..do....do....do....7, 8 and 9	50	do
6...do...½..do..do....do....do....5, 7 and 8	50	do
3,000 pounds Banca tin, best	20	per pound.
100 pounds Regulus antimony	16	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1850. Nov. 15	1851. June 30	Bossal & Brother—Con.	10 pounds small horse-shoe nails	$0 30 per pound...	Washington.
			10 pounds large.....do	30 do	
			4 18-inch tenon saws	1 00 each.	
			12 upright saw-blades, 28 inches long by $\frac{2}{4}$ inch wide	25 do	
			100 hack.....do.....do.....do	25 do	
			12 hand-vices, assorted sizes	25 do	
			12 bench-vices, medium sizes	1 00 do	
			24 spring callipers, assorted	50 do	
			24 jointed compasses	25 do	
			1 set wood turning tools, complete	6 00 per set.	
			2 sets socket chisels, from 2 to $\frac{5}{8}$-inch, complete	5 00 do	
			3 carpenters' broad-axes	2 00 each.	
			2 sets best wood-braces and bitts, complete	5 00 per set.	
			8 sets best firmer chisels, from $1\frac{1}{2}$ to $1\frac{1}{4}$-inch, complete	2 00 do	
			1 set best hollows and rounds (planes)	10 00 do	
			3 sash-saws, brass backs, best quality	1 00 each.	
			3 dove-tail saws, brass backs, best quality	1 00 do	
			1 ramp saw, 24 inches long, best quality	1 00 do	
			2 sweep saws, 12 inches long, best quality	50 do	
			1 $\frac{1}{2}$-inch auger	1 00 do	
			2 $\frac{5}{8}$....do	1 00 do	
			1 $\frac{7}{8}$....do	1 00 do	
			1 1....do	1 00 do	
			1 $1\frac{3}{4}$...do	1 00 do	
			1 2....do	1 00 do	
			2 boxes $\times$ tin	12 50 per box.	
			2 boxes $\times$ tin, 10 $\times$ 14 inches	12 50 do	
			96 boxes best $\times\times$ leaded tin, 14 $\times$ 20 inches, charcoal brand.	12 50 do	
			1 roll milled lead, 8 pounds to the foot—say 400 pounds	6 per pound.	
			1.....do.....6.....do.....do	6 do	
			150 pounds sheet brass, assorted sizes	40 do	
			24 $2\frac{1}{2}$-inch brass draw locks, best	25 each.	

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			12 1½ to 2¾-inch cupboard locks, best	25 do	
			12 3-inch iron closet locks, best	25 do	
			12 iron till locks, assorted sizes, best	25 do	
			12 6-inch round iron bolts	25 do	
			3 dozen 3-inch cast brass butt-hinges	3 00 per dozen.	
			2..do..2¼...do.....do	1 50 do	
			2..do..1¾...do.....do	1 00 do	
			1..do..1¼...do.....do	1 00 do	
			1..do..1....do.....do	1 00 do	
			120 pairs 3 by 3-inch tight joint broad butt-hinges	12½ per pair.	
			24 pairs 2¼ by 2¼-inch....do.....do	12½ do	
			24 pairs 2 by 2-inch.....do.....do	12½ do	
			12 pairs 5 by 5-inch.....do.....do	12½ do	
1851.					
June 11	.....	A. B. Cooley	Building dredging machine at the Philadelphia navy-yard	$8,500	Philadelphia.
1853.					
May 19	May 19	S. D. Dakin, Rutherford Moody, John S. Gilbert, and Zeno Secor.	Building a sectional floating dock in California	$610,000	Such point in the bay of San Francisco as the Secretary of the Navy may designate.
1852.					
June 6	June 30	William Card	250 M hard-burnt bricks	4 80 per M.....	Kittery.
14	30	Darius Fink	10 cords best hickory wood	7 87 per cord.	
			10 cords best rock-maple	7 87 do	
16	30	Charles Robinson, jr	20,000 pounds Indian corn meal	1 62 per 100 lbs.	
13	30	Ezra Eames	2,500 cubic feet of granite, suitable for foundation walls, 3 feet thick	8 per foot.	
			6,800 superficial feet granite ashlar	23½ per sup'l foot.	
			182 lineal feet belting, 8½ inches thick, projecting 2 inches, with a wash of 2 by ½ inch on top, average breadth 18 inches	61 per lineal foot.	
			256 lineal feet facia, 18 inches fase, to project 2 inches, average 12 inches thick	70 do	
			650 superficial feet door jambs, caps, and sills, smoothly hammered on three sides, and roughly on the back, to be measured on three sides, the sills to have a wash in the usual way	37½ per sup'l foot.	
			160 lineal feet of door rabbets, 3 by 1 inch	20 per lineal foot.	
			40 window sills, 5 feet long, 2 feet 3 inches wide, 7 inches thick, hammer-dressed on all sides, with a wash	5 97 each.	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 13	June 30	Ezra Eames—Continued.	40 window lintels, 6 feet long, 12 by 12 inches, roughly hammered on all sides	$3 70 each.	Kittery.
			250 lineal feet cornice, 8 inches on the face, to project 6 inches, 2 feet wide, face and projection to be smoothly hammered	85 per lineal foot.	
			130 lineal feet of raking cornice, 8 inches on the face, to be 2 feet wide, and project 6 inches. The top, face, and 6 inches that projects to be smoothly hammered, the remainder to be roughly hammer-dressed	1 15 do	
			2 circular window dressings, diameter 5 feet clear, 12 inches face by 12 inches thick, to be in four pieces, the face and inner side to be smoothly hammered, the other two sides roughly hammered	17 00 per window.	
			4 door steps, 6 feet long, 18 by 9 inches, hammer dressed	4 00 each.	
			160 superficial feet quoins, 2 feet 9 inches long, 1 foot 6 inches head, to be in courses of 15 to 20 inches	45 per sup'l foot.	
			7,000 cubic feet promiscuous split granite in lengths from 6 to 10 feet or longer, not less than 2 feet in width, 18 inches rise	9 per cubic foot.	
			1,520 lineal feet split granite, 8 inches thick, 2 feet deep, hammer-dressed on top and 6 inches down the sides	—— per lineal foot.	
			830 tons (2,240 pounds) paving stone, from 6 to 9 inches long.	1 25 per ton.	
			700.....do.....sea-shore gravel	75 do	
16	30	James Philbrick	40 tons best quality loose hay	10 25 do	
16	30	Jno. W. & Joseph Foster.	8 reams ruled cap paper	3 75 per ream.	
			8 reams ruled letter paper	4 25 do	
			3 reams envelope paper	5 00 do	
			1 ream blotting paper	5 00 do	
			12 gross steel pens	1 00 per gross.	
			500 goose quills	2 50 per 100.	
			1 gross Faber's lead pencils, assorted	7 50 per gross.	
			3 gallons black ink, in bottles	2 25 per gallon.	

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			1 quart red ink, in bottles	1 00	per quart.
			4 quarts black sand	50	do
			1 pound red wafers	1 00	per pound.
			2 pounds sealing wax	2 00	do
			3 dozen pieces India rubber	1 50	per dozen.
			6 dozen pieces red tape	42	do
			4 dozen pieces taste	3 00	do
			3 dozen memorandum books	3 00	do
			2 dozen penholders	1 00	do
			½ dozen inkstands	15 00	do
June 16	June 30	Richard Jennees	20 gross N. E. comp. iron screws, from ⅝ to 2-inches, and from No. 7 to No. 17	50	per gross.
			2,500 pounds 5-pound sheet lead	5½	per pound.
			14 dozen 2-inch iron sash pulleys	1 00	per dozen.
			30 pounds patent sash cord	25	per pound.
			3½ dozen sash fastenings	3 00	per dozen.
			400 pounds best white zinc paint from New Jersey Exploring and Mining Company	10	per pound.
			100 pounds best brown zinc paint from New Jersey Exploring and Mining Company	10	do
			4,175 pounds dry white lead	6	do
			61 pounds chrome yellow	22	do
			463 pounds Paris whiting	1¼	do
			30 pounds litharge	7	do
			157 pounds French yellow	22½	do
			100 pounds Venetian red	3	do
			25 pounds lamp black	8	do
			278 gallons linseed oil	80	per gallon.
			25 gallons spirits turpentine	45	do
			100 lights best Crown glass, 8 by 10	10	per light.
			1,008 lights best double Crown glass, 10 by 14	20	do
			25 tons imperial slate	29 50	per ton.
			200 pounds beef tallow	9½	per pound.
			6 dozen corn brooms	3 00	per dozen.
			6 dozen birch brooms	1 00	do
			2 dozen white-wash brushes, medium size	10 00	do
			3 dozen 0000 paint brushes	10 00	do
			5 dozen 000 paint brushes	8 00	do
			2 dozen 00 ground paint brushes	6 00	do
			2 dozen large size sash tools	1 25	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 16	June 30	Richard Jenness—Con...	2 dozen second size sash tools	$1 17 per dozen...	Kittery.
			230 gallons winter-strained sperm oil	1 25 per gallon.	
			25 gallons neatsfoot oil	1 10 do	
16	30	Lyman D. Spalding and J. B. Parrott.	1,975 pounds American round iron, from $\frac{5}{8}$ to $1\frac{1}{2}$ inch	2 15-32 per lb.	
			300 pounds American flat iron, 3 by $\frac{1}{2}$ inch	2 15-32 do	
			1,200 pounds American flat iron, $1\frac{1}{2}$ by $1\frac{1}{4}$ inch	$2\frac{1}{4}$ per pound.	
			2,000 pounds cast-iron window weights	$2\frac{1}{4}$ do	
			3 cast-iron columns, with base and caps, 12 feet 6 inches long, 6 inches at bottom, and 5 inches at top, weighing 2,000 pounds	$2\frac{1}{4}$ do	
			12 cast-iron columns 9 feet long, average $4\frac{1}{2}$ inches diameter, weighing 5,700 pounds	$3\frac{1}{4}$ do	
			2,300 pounds best cut-iron nails, from 6d. to 40d., as required	7 do	
			300 pounds best wrought-iron nails, 8d. and 10d., as required	7 do	
16	30	Lewis Hays	2,500 bushels clean, sharp sand	$3\frac{1}{2}$ per bushel.	
16	30	J. H. Mathes	225 barrels best quality lime, equal to Seeley's mountain lime, to average 270 pounds to the barrel, net	1 00 per barrel.	
			25 barrels best quality hydraulic cement, to average 300 pounds to the barrel, net	2 50 do	
16	30	Pickering & Jenkins	19,000 feet 2-inch seasoned white pine plank, No. 2	33 00 per M.	
			3,000 feet $1\frac{1}{4}$-inch seasoned white pine plank, No. 2	33 00 do	
			2,000 feet 4-inch seasoned white pine plank, No. 2	33 00 do	
			26,000 feet 1-inch seasoned white pine boards, No. 3	22 00 do	
			3,000 feet 1-inch seasoned white pine boards, No. 2	33 00 do	
17	30	S. G. Bogert	9 pieces yellow pine 40 feet long, 14 by 12 inches	29 00 do	
			650 pieces yellow pine 22 feet long, 9 by 4 inches	29 00 do	
			24 pieces yellow pine 22 feet long, 10 by 8 inches	29 00 do	
			4 pieces yellow pine 11 feet long, 9 by 5 inches	29 00 do	
			12 pieces yellow pine 50 feet long, 12 by 12 inches	29 00 do	
			6 pieces yellow pine 42 feet long, 8 by 6 inches	29 00 do	
			24 pieces yellow pine 16 feet long, 12 by 6 inches	29 00 do	
			12 pieces yellow pine 23 feet long, 12 by 6 inches	29 00 do	

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			14 pieces yellow pine 20 feet long, 8 by 7 inches	29 00	do	
			180 pieces yellow pine 30 feet long, 6 by 3 inches	29 00	do	
17	30	Nathan Clough	Excavating and stoning well 25 or more feet deep	12 00	per foot.	
			1 wood pump for the same	100 00		
			1 lifting force pump for same			
			300 pounds 2-inch lead pipe			
17	30	Ralph C. Cutter	60 sheets of copper 30 inches wide, 24 pounds to the foot—999 pounds	29	per pound.	
			25 sheets of copper 14 inches wide, 16 pounds to the foot—119 pounds	29	do	
			200 pounds 1½-inch composition slating nails	32	do	
21	30	Augustus W. Simpson	18,470 cubic yards, more or less, of earth and stone, to be removed from the high grounds and deposited in such place on the yard as may be directed	53	per cubic yard.	
19	30	John Marsh	10 reams foolscap paper, ruled	3 00	per ream	Boston.
			10 reams letter paper, ruled	3 00	do	
			2 reams envelope paper	2 75	do	
			1 ream blotting paper	8 25	do	
			20 penknives	62½	each.	
			6 erasers	37½	do	
			6 paper folders	25	do	
			6 sand boxes	10	do	
			4 pounce boxes and pounce	17	do	
			20 gross steel pens	75	per gross.	
			50 penholders	2	each.	
			2,000 best quality opaque quills	50	per M.	
			6 dozen lead pencils, Faber's	42	per dozen.	
			12 pieces India rubber	3	per piece.	
			80 small memorandum books	12½	each.	
			1 ream note paper	2 00	per ream.	
			4 American Almanacs, 1852, half-bound	87½	each.	
			4 Boston Almanacs	25	do	
			2 Boston Directories, 1851–'2	1 25	do	
			4 patent inkstands	1 25	do	
			4 copying books for naval storekeeper's use	2 00	do	
			6.....do.....commandant's use	2 50	do	
			4 copying brushes	33½	do	
			2 dozen pieces taste	2 00	per dozen.	
			4 dozen pieces red tape	38½	do	
			20 cards steel pens	15	per card.	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 19	June 30	John Marsh—Continued.	6 pounds sealing wax	$1 00 per pound.	Boston.
			50 papers black sand	2 per paper.	
			2 pounds waters	50 per pound.	
			4 log books, printed and ruled to pattern	4 00 each.	
			8 bottles copying ink	50 do	
			20 pint bottles black ink	17 do	
			8 small bottles red ink	6 do	
			4 requisition books, per pattern	5 00 do	
			1 ream pay rolls, super-royal, printed to pattern	25 00 per ream.	
			1..do....do....for Bureau of Yards and Docks, per pattern.	25 00 do	
			1..do..muster rolls, per pattern	6 00 do	
			1..do..blank labor reports, per pattern	5 25 do	
			1..do..clerk of checks.....do	8 00 do	
			1..do..log paper	6 50 do	
			12 sheets antiquarian drawing paper	79 per sheet.	
			20..do... double elephant...do....Turkey mills	17 do	
			20..do.....do..... size tracing paper	17 do	
			12 blank books for entering bills at commandant's and naval storekeeper's offices	67 each.	
			1 dozen Walker's drawing pencils	58 per dozen.	
			36 memorandum books for constructor's office, per pattern	20 each.	
			1 ream bills of lading	7 00 per ream.	
			2 4-quire account books	1 75 each.	
			2 6-quire.....do	2 25 do	
			2 2-quire.....do	1 25 do	
			2 reams invoices	6 00 per ream.	
			4..do..bills	6 50 do	
			1..do..vouchers	6 00 do	
			1..do..folio post	5 50 do	
			3 pounds refined gum arabic	1 86 per pound.	
19	30	Knowlton S. Chaffee	1,000 bushels charcoal, birch or maple	15 per bushel.	
19	30	George Adams	75 tons, of 2,000 pounds each, best herdsgrass or timothy hay	15 00 per ton.	

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			1 ton straw	10 00	do
21	30	Robert Todd	500 cubic feet yellow pine timber, 30 to 45 feet long, 14 to 18 inches square, average 16 inches square	86	per cub. ft.
			10,000 feet board measure No. 1 spruce plank, 2 inches thick, and not less than 20 feet long and 12 inches wide	13 00	per M. feet.
			5,000 feet board measure No. 1 spruce boards, 1 inch thick, not less than 20 feet long, and from 8 to 12 inches wide	12 00	do
			10,000 feet board measure No. 1 spruce joist, 3 by 4 inches square, in lengths to average 20 feet	12 00	do
			200 spruce shores, 20 to 30 feet long, to average 7 inches diameter in the middle	1 20	each.
			10 spruce shores, 45 feet long and 9 inches diameter in the middle	2 25	do
			200 spruce poles, 20 to 30 feet long, to be an inch in diameter in the middle, for 10 feet in length	12	do
			500 cubic feet No. 1 white pine timber, 15 and 18 inches square, in lengths from 20 to 30 feet, to be free from shakes and clear of knots	25	per cub. ft.
			500 cubic feet pasture white oak butts, from 15 to 30 feet long, and not less than 18 inches diameter at top, clear of knots	75	do
			4,000 feet board measure pasture white oak butt plank, from 15 to 30 feet long, and not less than 12 inches wide, 3, 4, 5 and 6 inches thick, equal quantities of each thickness	55 00	per M. feet.
			2 cords hickory butts, 6 to 12 feet long, 8 to 12 inches diameter in the middle, free from knots	25 00	per cord.
			120 cubic feet rock-maple timber, 16 and 18 inches diameter	55	per cub. ft.
			1,000 feet board measure 1½ and 1¾-inch white ash plank	33 00	per M. feet.
			1,000 do do 2-inch white ash plank	33 00	do
			1,500 do do 3-inch do second growth	55 00	do
			500 do do hard mahogany boards and plank, 12 and 20 inches wide, 1 and 1½, 2 or 3 inches thick, as required	15	per foot.
			1,000 feet board measure cherry boards and plank, 1 and 1½, 2 or 3 inches thick, as may be required	70 00	per M. feet.
			500 feet board measure black walnut boards and plank, 12 to 20 inches wide, 1 and 1½, 2 or 3 inches thick, as required	70 00	do
21	30	Horton, Hall & Co	5 dozen paint brushes, iiiii, per sample	10 00	per dozen.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851. June 21	1852. June 30	Horton, Hall & Co.—Con.	5 dozen No. 6 sash tool brushes, per sample	$1 75 per dozen...	Boston.
			2..do..dusting .....do	4 00 do	
			1..do..hand scrubbing....do	4 00 do	
			1..do..varnish .....do	6 00 do	
			4..do..whitewash.....do...10 inches, per sample	14 00 do	
			50 pounds borax	20 per pound.	
			10 pieces bunting, 18 inches wide, color as required	2 00 per piece.	
			3 tape lines, 100 feet each	50 each.	
			1 dozen hickory brooms	2 00 per dozen.	
			15..do..corn.....do	2 50 do	
			4..do..birch ....do	50 do	
			25 pounds emery, fine meal and flour	10 per pound.	
			2 baskets, 2-bushel	1 00 each.	
			10..do....3-bushel	50 do	
			10..do....4-bushel	50 do	
			4 grindstones, estimated to weigh 1,200 pounds	½ per pound.	
			1 dozen cattle-cards	1 00 per dozen.	
			1..do..curry-combs	1 50 do	
			12 chalk-lines	3 each.	
			20 pounds brick-line	33 per pound.	
			1,000 chisel rods	1 00 per M.	
			50 pounds China glue	16 per pound.	
			20...do...fish....do	65 do	
			6...do...fine sponge	1 50 do	
			5...do...shoe thread	50 do	
			4...do...sewing do., white and red	75 do	
			10 dozen hickory sledge handles	50 per dozen.	
			12 gross lampwicks for solar lamps	50 per gross.	
			6 anvils, to weigh 1,000 pounds	10 per pound.	
			8 carpenters' adzes	1 00 each.	
			3 broad axes	1 00 do	
			6 wood axes	50 do	

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6 pick-axes, steel pointed	1 50	do
4 dozen screw augers, Bassett's	1 00	per dozen.
10 patent ship augers, (L'Hommidieu's) estimated at 600 eighths	8	per eighth.
2 dozen pod augers, assorted	1 00	per dozen.
1 set firmer chisels, $\frac{1}{8}$ to 2 inches	3 00	per set.
1 set socket..do... $\frac{1}{8}$ to 2..do	2 00	do
1 dozen firmer gouges	2 50	per dozen.
2..do..turning chisels	3 00	do
1..do..socket gouges	5 00	do
2..do..turning..do	3 00	do
2 braces and bitts, 48 bitts each	3 00	each.
2 steel-tongued bevils	50	do
6 steel hoes	25	do
20,000 brads	20	per M.
2 dozen nail gimlets, assorted	50	per dozen.
2..do..spike..do	50	do
2..do..brass butt hinges, size as may be required	4 50	do
4..do..iron..do..do.....do.....do	1 00	do
4..do..blank door keys	1 50	do
10 hammers, per sample	30	each.
10 hatchets	30	do
3,000 pounds sheet lead, thickness as may be required	6	per pound.
1,000 pounds lead pipe, size as may be required	$3\frac{1}{2}$	do
24 iron tumbler padlocks	25	each.
12 8-inch carpenters' door locks, with knobs	25	do
6 dozen 16-inch flat and half-round bastard cut files	4 00	per dozen.
12 dozen 14-inch.....do.....do.....do	3 00	do
6 dozen 12-inch.....do.....do.....do	3 00	do
6 dozen 10-inch.....do.....do.....do	2 50	do
6 dozen 8-inch.....do.....do.....do	1 50	do
6 dozen 16-inch.....do.....do...fine cut files	4 00	do
8 dozen 14-inch.....do.....do.....do	5 00	do
6 dozen 12-inch.....do.....do.....do	4 50	do
6 dozen 10-inch.....do.....do.....do	3 00	do
6 dozen 8-inch.....do.....do.....do	2 00	do
24 dozen handsaw files, assorted	1 50	do
12 dozen 5½-inch pitsaw files	1 75	do
6 dozen 7-inch cross-cut saw files	2 25	do
6 dozen 9-inch....do.....do	3 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks.—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851. June 21	1852. June 30	Horton, Hall & Co—Con.	2 dozen rat-tail files, assorted	$3 00 per dozen.	Boston.
			1 dozen cabinet files, 12-inch	5 00 do	
			1 dozen 6-inch knife files	2 00 do	
			1 dozen cabinet rasps, 12-inch	5 00 do	
			3 dozen shoeing rasps, 14-inch	2 00 do	
			2 dozen wood rasps	3 00 do	
			6 dozen 14-inch float files	1 00 do	
			1 dozen 10-inch 4-square files	2 50 do	
			1 dozen 8-inch 4-square files	1 75 do	
			4 circular knives for cutting hides	1 00 each.	
			6 pairs compasses	25 do	
			3 pairs callipers	1 00 do	
			3 2-foot rules	50 do	
			4 smoothing planes	50 do	
			4 match planes	50 do	
			4 jack-planes	60 do	
			3 short jointer planes	75 do	
			2 long jointer planes	1 00 do	
			1 block plane	1 00 do	
			25 steel shovels, Duryea and Rhodes's, or Ames's	75 do	
			10 spades.....do.....do	75 do	
			24 gross iron screws, as required, from ½ to 3 inches	50 per gross.	
			12 gross brass..do.....do.....½ to 3..do	1 00 do	
			1 ream sand paper	3 00 per ream.	
			4 screw drivers	37½ each.	
			12 handsaws	75 do	
			6 wood-saws, framed	75 do	
			1 12-inch circular saw	4 00 do	
			1 30-inch....do.	15 00 do	
			12 sweep saws, per sample	60 do	
			4 tennon saws	1 25 do	
			2 sash saws	1 00 do	

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			3 cross-cut saws	4 00	do
			2 compass saws	25	do
			24 fine hack saws	25	do
			2 dovetail saws	50	do
			3 trying squares	50	do
			2 steel squares	1 00	do
			1 saw-set	1 00	do
			20 pounds hose rivets	10	per pound.
			10,000 tinned rivets	10	per M.
			1 glazier's diamond	5 00	each.
			4 boxes tin, XX	15 00	do
			500 pounds Banca tin	19	per pound.
			100 pounds Babbitt's metal	10	do
			200 pounds sheet zinc	9	do
			206 pounds pig zinc	5	do
			6 bench vices, estimated at 300 pounds	12	do
			6 hand-vices	50	each.
			6 dozen steel-scrapers	4 00	per dozen.
			10 dozen 2-inch axle window pulleys	25	do
			6 screw wrenches	1 50	each.
			20,000 copper pump tacks, assorted	35	per M.
			20,000 iron pump tacks, assorted	8	per M.
			2 brass-wire sieves for foundry	3 00	each.
			1 scythe with apparatus complete	1 50	do
21	30	Wesson & Gary	200 bushels northern oats	55	per bushel.
			700 bushels yellow meal	78	do
			50 bushels cracked corn	75	do
			50 bushels shorts	45	do
26	30	William Lang	3,000 feet, board measure, No. 1 white pine, seasoned, 1 inch boards	36 00	per M.
			2,000 feet, board measure, No. 1, white pine, seasoned, 1¼ and 1½-inch plank	36 00	do
			2,000 feet, board measure, No. 1, white pine, seasoned, 2-inch plank	40 00	do
			10,000 feet, board measure, No. 2, white pine, seasoned, 1-inch boards	34 00	do
			5,000 feet, board measure, No. 2, white pine, seasoned, 1¼ and 1½-inch plank	40 00	do
			5,000 feet, board measure, No. 2, white pine, seasoned, 2-inch plank	40 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Where deliverable.
1851. June 26	1852. June 30	Wm. Lang—Continued.	5,000 feet, board measure, No. 3, white pine, seasoned, 1-inch boards, planers	$22 00	per M.	Boston.
			20,000 feet, board measure, No. 3, white pine, seasoned, 1-inch boards	20 00	do	
			6,000 feet, board measure, No. 3, white pine, seasoned, 2-inch plank	20 00	do	
			4,000 feet, board measure, yellow pine plank, 3, 4, 5 and 6 inches thick, equal quantities each thickness	25 00	do	
			10,000 best quality white pine shingles, to be riven and shaved	4 00	do	
			8,000 pounds American iron, round or square, as required, from $\frac{3}{8}$ to 3 inches	2.36	per lb.	
			8,000 pounds American iron, flat, as required, from 1 to 6 inches wide, and from $\frac{1}{6}$ to $\frac{1}{2}$ inch in thickness	2.48	do	
			6 bundles Russia sheet iron, as required, estimated to weigh 1,320 pounds	15	do	
			4 bundles English sheet iron, as required, estimated to weigh 880 pounds	2	do	
			500 pounds Russia iron nail rods, $\frac{1}{4}$ to $\frac{5}{8}$ inch square	6	do	
			600 pounds Russia iron horse-nail rods	6	do	
			5,000 pounds iron castings, patterns to be furnished	2.30	do	
			200 pounds iron wire, as required, from 5 to 21	6	do	
			300 pounds English blistered steel, assorted	8	do	
			2,500 pounds English cast steel, square and flat, sizes as required	16	do	
			2,000 pounds Adirondac Company's cast steel, round, sizes as required	5	do	
			1,000 pounds iron cut spikes, best quality, sizes as required	6	do	
			1,000 pounds best iron wrought spikes, sizes as required	5½	do	
			150 pounds best wrought iron slate nails, 5 penny, coarse	10	do	
			1,000 pounds best wrought iron nails 6 to 20 penny	6	do	
			3,000 pounds best cut iron nails, 4 to 40d	3¼	do	

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1,800..do...best cut finishing nails	3½	do
500....do...best Swedes iron, assorted	4	do
500....do...boiler iron, sizes as may be required	5	do
300....do...German steel, assorted	5	do
5,000..do...best white zinc paint, from New Jersey Exploring and Mining Company	10	do
200 pounds best brown zinc paint, from New Jersey Exploring and Mining Company	5	do
5,000 pounds pure dry white lead	6	do
2,000..do...whiting	½	do
1,200..do...Paris white	½	do
600....do...red lead	5	do
600....do...litharge	5	do
350....do...Paris green	30	do
50.....do...Wood's chrome green	25	do
50.....do...gum shellac	16	do
12.....do...chrome yellow	25	do
50.....do...pumice stone	10	do
25.....do.....do.....ground	10	do
25.....do...sal ammoniac	20	do
25.....do...rotten stone	6	do
500 gallons raw Dutch linseed oil	75	per gallon.
200..do...spirits turpentine	40	do
30...do...coach varnish	1 50	do
50 pounds Turkey umber	2	per pound.
25...do...black lead	5	do
600 gallons best winter-strained sperm oil	1 25	per gallon.
30...do...neats-foot oil	1 00	do
300 pounds No. 1 extra brown soap	6	per pound.
100 lights 14 by 24 Redford glass	25	per light.
100..do...14 by 18.....do	14	do
60...do...16 by 20.....do	12	do
200..do...10 by 14.....do	12	do
100..do...10 by 12.....do	12	do
300..do....8 by 10.....do	10	do
200..do....9 by 12.....do....double thickness	14	do
200..do....8 by 10 .....do .....do	12	do
1,000 pounds brazier's copper, size as may be required	25	per pound.
1,000..do...copper bolts or rods, size as may be required	21	do
500....do...gum elastic packing, per sample	45½	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 16	June 30	Elias Tomkins.....	1,000 barrels best quality hydraulic cement.....	$1 00 per barrel...	New York.
17	30	Stephen G. Bogert.....	750 lineal feet white oak timber, 12 inches square, in pieces 25 feet long and upwards.....	35 per foot.	
			12 pieces white oak timber, 10 by 15 inches, 21 feet long...	8 00 each.	
			24..do.....do.....do...10 by 15..do...15....do.....	6 50 do	
			1,000 superficial feet 4-inch white oak plank.....	5 per foot.	
			100 white oak segar staves.....	1[illegible] each.	
			36 rough hickory bars, 4 feet long, $3\frac{1}{2}$ inches square at butt.	30 do	
			1,000 pounds $\frac{7}{8}$-inch round iron, best American.....	2.95 per pound.	
			7,500..do...$1\frac{1}{2}$-inch....do.....do.....	2.95 do	
			1,000..do...3 by $\frac{7}{8}$-inch flat iron ..do.....	2.95 do	
			500....do...best German cast steel, assorted sizes.....	15 do	
			2,000..do...best cast steel.....	15 do	
			600....do...best blister steel, (L).....	13 do	
			800....do...Russia sheet-iron, No. 16.....	15 do	
			400....do...charcoal iron, No. 17.....	$3\frac{1}{2}$ do	
			600....do.....do... No. 18.....	$3\frac{1}{2}$ do	
			1,500..do...6-inch iron cut spikes.....	3.3 do	
			6,200..do...iron cut nails, from 8d. to 20d., as required...	3.3 do	
			700....do...10d. iron wrought nails.....	9 do	
			80.....do...horse-shoe nails, per sample.....	20 do	
			60.....do...ox-shoe....do.....do.....	20 do	
			100,000 1-inch wrought clout nails.....	18 per M.	
			100,000 iron cut tacks, assorted, $\frac{1}{4}$ to $\frac{7}{8}$-inch.....	6 do	
			20,000....do...brads... do....$\frac{1}{2}$ to 2 inches.....	25 do	
17	30	Robert Murray, jr.....	20,000 pounds Indian corn meal.....	1 00 per 100 lbs.	
			14,000..do...ground feed.....	2 $12\frac{1}{2}$ do	
			1,000 bushels oats.....	48 per bushel.	
			800.... do...ship-stuff fine feed.....	20 do	
			1,500 bundles straw.....	3 per bundle.	
			2 sacks fine salt.....	2 00 per sack.	
17	30	Francis Church.....	60,000 best quality hard bricks.....	6 00 per M.	

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			200 10-inch cylinder.....do.....	2	each.
			200 13-inch... do.....do.....	2	do
			200 14-inch... do.....do.....	2	do
			200 16-inch... do.....do.....	2	do
			200 20-inch... do.....do.....	2	do
19	30	Samuel J. Seely.....	200 casks best quality Seely's mountain lime.....	1 31¼	per cask.
20	30	Uriah Hendricks.....	200 pounds India tin.....	19	per pound.
			800 20-pound sheets brazier's copper.....	21.95	do
26	30	Edmund B. Peet.....	500 loads best quality building stone.....	1 00	per load.
			1,000 feet....do..... blue stone curb.....	18	per foot.
			1,000.do.....do..... 12-inch blue stone gutter.....	12	do
			4,000 superficial feet blue stone flagging.....	10	do
			1,000 tons best quality 6-inch water paving stones.....	1 25	per ton.
28	30	Badger, Peck & Co.....	400 piles of yellow pine, 14 inches square, 38 to 44 feet long, average 40 feet.....	12 50	each.
			150 piles of yellow pine, 12 inches square, 34 to 40 feet long, average 37 feet.....	9 70	do
			600 piles of spruce, 35 feet long, to be not less than 9 inches at small end.....	3 40	do
			125,000 feet, board measure, white pine timber, 12 inches square, in lengths of 20 to 30 feet.....	13 25	per M.
			325 piles yellow pine or spruce, 20 to 30 feet long, average 25 feet, to be not less than 12 inches diameter at butts, to average 14 inches.....	2 35	each.
			135,476 feet, board measure, first quality merchantable white pine timber.....	22 40	per M.
			16 pieces yellow pine timber, 12 by 14 inches, 42 feet long, estimated quantity 9,403 feet.....	30 00	do
			1,000 dock logs of large size, 25, 30, 35 and 40 feet in length, equal proportion of each length; to be 11 inches diameter at one-third the length from the butt; not less than 8 inches diameter at the top end; to be of spruce, yellow pine, or hemlock.....	1 50	each.
			700 spruce piles, 30 feet long, 9 inches at small end.....	2 90	do
			4,000 cubic feet best quality merchantable white pine timber, 35 to 55 feet long, to average 45 feet long, 14 to 18 inches square, to average 15 inches, rough hewed, straight and square, and not to taper more than 3 inches in the whole length.....	19	per cub. ft.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Where deliverable.
1851.	1852.					
June 28	June 30	James Bigler	90,000 feet, board measure, first quality 3-inch merchantable white pine plank	$20 00	per M. feet..	New York.
			1,070 feet, board measure, first quality 1-inch clear white pine boards	40 00	do	
			4,000 feet, board measure, first quality 1-inch box boards	16 00	do	
			1,000 1¼-inch first quality merchantable Albany plank	28 00	each.	
			1,000 feet, board measurement, 2-inch ash plank	28	per foot.	
			200 feet, board measurement, 2½-inch ash plank	40	do	
30	30	Wm. N. Clem	45 gross iron screws from ½ to 2½-inches, assorted numbers, as required	35	per gross.	
			92 dozen L'Hommidieu's patent single twist ship augers, without screws, from ½ inch to 2¾ inches, estimated at 6,700 eighths	8	per eighth.	
			26 L'Hommidieu's patent single twist ship augers, with screws, from ½ to 2¾ inches, estimated at 264 eighths	8	do	
			1 gross 3-inch cast-steel taper saw files	50	per gross.	
			8..do...4.....do.....do	75	per dozen.	
			3..do...5.....do.....do	1 25	do	
			2..do...6.....do.....do	1 50	do	
			1..do...7.....do.....do	1 75	do	
			3..do...7.....do.....do	1 75	do	
			3..do...8.....do.....do	2 00	do	
			2..do..10.....do.....do	2 50	do	
			2..do..12.....do.....do	3 50	do	
			12.do..14.....do.....do	5 00	do	
			4..do..12.....do.....do	3 50	do	
			2..do..10.....do.....do	2 50	do	
			2..do...8.....do.....do	2 00	do	
			9..do..14.....do.....do	5 00	do	
			7..do..12.....do.....do	3 50	do	
			2..do..10.....do.....do	2 50	do	
			2..do...8.....do.....do	2 00	do	

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1..do..12.....do.....do.....	3	50	do
1..do..10-inch square files.....	2	75	do
1..do..14-inch rat-tail files.....	5	00	do
1..do..12.....do.....	3	50	do
1..do..10.....do.....	2	50	do
1..do...8.....do.....	2	00	do
1..do...6-inch flat ward files.....	1	75	do
1..do...4.....do.....	1	00	do
3..do..11-inch cabinet makers' wood files, half round.....	4	00	do
4..do..11.....do.....rasps.....	4	00	do
3..do..12-inch coarse wood rasps.....	3	50	do
1..do..14....do.....do.....	5	00	do
1,000 pounds 1-inch lead pipe.....		5½	per pound.
1,500 pounds 6-pound milled sheet lead.....		5½	do
40 pounds spelter solder.....		20	do
1 shifting plough plane.....	5	00	each.
6 smoothing planes, double irons.....	1	00	do
1 jack plane.....	1	00	do
6 jack plane irons, double.....		44	do
6 fore plane irons, double.....		50	do
6 round axes handled, pattern.....	3	00	do
1 coopers' broad axe handled, (Horton's pattern).....	3	00	do
2 coopers' axes.....do.....do.....	2	00	do
2 boat builders' adzes..do.....do.....	2	00	do
4 dozen firmer chisels, assorted, ½ to 2 inches, handled....	3	00	per dozen.
6 dozen socket.....do.....½ to 4½.....do.....	12	00	do
4 dozen turning.....do.....¼ to 3¼.....do.....	6	00	do
6 dozen socket gouges, do.....½ to 3½.....do.....	12	00	do
4 dozen turning.....do.....½ to 2½.....do.....	6	00	do
2 screw hand-wrenches, 12 inches.....	1	75	each.
2.....do.....14 inches.....	2	75	do
8.....do.....16 inches.....	2	75	do
16 dozen hickory sledge handles, sample.....	1	25	per dozen.
26 dozen hickory hammer handles, sample.....		75	do
1 dozen cast-steel squares, sample.....	12	00	do
½ dozen hack saws, sample.....	12	00	do
2 dozen turning saws and frames, sample.....	1	25	each.
6 dozen long shank block-bitts, 3-16 to 2½ inches, pattern..	10	00	per dozen.
4 dozen short.....do.....do.....do.....	8	00	do
8 dozen lip bitts, ⅛ to ¼ inch, assorted, sample.....	1	00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 30	June 30	Wm. N. Clem—Contin'd.	5 dozen spoke shaves, sample	$9 00 per dozen	New York.
			4 dozen spoke-shave irons, sample	6 00 do	
			6 11-inch drawing knives	1 50 each.	
			1 wood brace and bitts, (48 bitts,) sample	8 00 per set.	
			4 iron braces, sample	50 each.	
			1 hawling knife, sample	1 50 do	
			1 coopers' jointer, 5¾ feet long, double irons, sample	5 00 do	
			1.....do.....5½.....do.....do	5 00 do	
			8-inch shaves, sample	1 00 do	
			5 cylinder drop-grates, 10 inches, sample	50 do	
			5.....do.....13.....do	50 do	
			5.....do.....14.....do	62 do	
			5.....do.....16.....do	70 do	
			1 dozen chalk lines, 60 feet, sample	60 per dozen.	
			12 yards bottle-green cloth, 1½ yard wide, sample	3 00 per yard.	
			40 dozen best corn brooms, sample	2 00 per dozen.	
			30 dozen hickory brooms, sample	1 00 do	
			20 dozen birch brooms, sample	50 do	
			2 reams sand paper	3 00 per ream.	
			250 pounds white chalk	1 per pound.	
			5 pounds mica	50 do	
			50 pounds best quality glue	20 do	
			4 pounds British lustre	12½ do	
			3 sets cart harness, pattern	5 00 per set.	
			2 sets double harness, pattern	10 00 do	
			3 ox yokes	2 00 each.	
			1 dozen curry combs	1 50 per dozen.	
			1 dozen horse brushes	9 00 do	
			2 bottles Kellinger's liniment, sample	50 each.	
			12 dozen cast-steel shovels, (stamped Duryea & Rhodes, or Ames,) sample	10 00 per dozen.	
			3 dozen cast-steel spades, (stamped Duryea & Rhodes, or Ames,) sample	12 00 do	

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			2 dozen wood axes, handled, sample	12 00	do
			2 dozen cast-steel hoes, sample	8 50	do
30	30	Wm. N. Clem	6,000 cubic yards best quality gravel	23	per cubic yard.
			300 loads best quality screened building sand	23	per load.
			1,000 bushels pine-wood charcoal	17	per bushel.
			54 tons (of 2,240 pounds) best quality timothy and clover hay	14 00	per ton.
July 5	30	Lambert & Lane	15 reams best foolscap paper, ruled, sample	2 00	per ream.
			5.....do....regulation.....do	2 50	do
			10.....do....letter.....do	2 00	do
			1.....do....blotting	2 00	do
			6.....do....buff envelope	2 25	do
			1.....do....log	3 00	do
			12 dozen memorandum books	1 00	per dozen.
			1 dozen 1-quire cap books, half-bound	1 50	do
			1 dozen 2-quire....do.....do	2 00	do
			1 dozen 4-quire....do.....do	2 50	do
			1 dozen penknives, 4 blades, (Wostenholm's,) sample	9 00	do
			½ dozen eraser knives, ivory handles, sample	2 00	do
			50 gross steel pens, assorted	37½	per gross.
			1 gross penholders to suit pens	25	do
			½ dozen pieces best India ink	3 00	per dozen.
			4 dozen pieces India rubber, pure	50	do
			6 dozen black ink, quart bottles, Maynard & Noyes	1 50	do
			2 dozen half-pint bottles best carmine ink	1 00	do
			1 dozen metallic inkstands, with covers, sample	2 00	do
			6 gross A. W. Faber's best lead pencils, assorted numbers	2 00	per gross.
			4 dozen Ligne's best French drawing pencils, No. 3	1 00	per dozen.
			1 dozen large lead pencils, for timber, &c., sample	1 00	do
			1,000 best quality No. 80 quills	3 00	per M.
			1 dozen hard wood sand-boxes, sample	1 50	per dozen.
			10 dozen half-pint papers black sand, sample	25	do
			10 pounds scarlet wafers, assorted sizes	37½	per pound.
			15 pounds scarlet sealing-wax, best American	50	do
			1 dozen pieces mouth-glue	25	per dozen.
			1 dozen wafer-seals .....sample	1 50	do
			4 dozen pieces silk taste.....do	1 75	do
			1 dozen ivory paper folders.....do	2 00	do
			1 gross red tape.....do	2 00	per gross.
			20 pounds refined gum arabic.....do	37½	per pound.
			2 slates.....do	12½	each.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
July 5	June 30	Lambert & Lane—Cont'd	200 slate pencils.....sample.....	$0 12½ per 100....	New York.
			1 dozen ivory pounce boxes and pounce....do.....	3 00 per dozen.	
			1 ream folio post paper, faint-lined.....do.....	3 25 per ream.	
			12 sheets demy hot-pressed drawing paper, best quality, sample	2 per sheet.	
			12 sheets medium.....do.....do.....do.....	8 do	
			12 sheets royal.....do.....do.....do.....	4 do	
			12 sheets super-royal..do.....do.....do.....	6 do	
			12 sheets imperial.....do.....do.....do.....	7 do	
			24 sheets elephant.....do.....do.....do.....	8 do	
			24 sheets Columbian...do.....do.....do.....	12½ do	
			24 sheets atlas.....do.....do.....do.....	12½ do	
			48 sheets double elephant .....do.....do.....	25 do	
			24 sheets antiquarian .....do.....do.....	50 do	
			72 sheets best French tracing paper, 42 and 31 inches, sample	25 do	
			100 abstract sheets, constructors, per pattern.....	3 do	
			1 ream semi-monthly sheets, constructors, per pattern	7 50 per ream.	
			2 reams ruled paper .....do.....do.....	2 00 do	
			6 letter guard books, per pattern	1 50 each.	
			12 quires pay-rolls, bound in 2 books, (clerk of yard,) per pattern.....	12 00 do	
			500 sheets pay-rolls, (clerk of yard,) per pattern.....	6 per sheet.	
			12 muster-books .....do.....do.....	1 00 each.	
			1 4-quire book, monthly returns of labor, (clerk of yard,) per pattern	4 00 do	
			12 monthly day-books, (storekeeper,) per pattern..... ..	50 do	
5	30	Storer & Stephenson	2,000 pounds best white zinc paint, from the N. J. Exploring and Mining Company	8 per pound.	
			100 pounds best brown zinc paint, from the N. J. Exploring and Mining Company	6 do	
			2,000 pounds pure dry white lead.....	8 do	
			500 pounds pure dry red lead	6 do	
			1,000 pounds whiting.....	4 do	

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10 pounds chrome yellow	20	do
3,000 pounds yellow ochre	1¼	do
10 pounds chrome green	20	do
1,000 pounds French ochre	10	do
50 pound[illegible]ber	2	do
2 pounds Chinese vermilion	50	do
1 pound Prussian blue	50	do
2 pounds Antwerp	25	do
3 pounds India red	10	do
300 pounds Venetian red		do
400 gallons pure linseed oil, raw	95	per gallon.
18 gallons sweet oil, Florence	1 60	do
500 gallons pure winter-strained sperm oil	1 48	do
60 gallons spirits turpentine	40	do
40 gallons best black japan	10	do
3 gallons coach varnish	2 00	do
5 gallons copal varnish	4 00	do
10 gallons alcohol, 80 per cent	1 50	do
50 pounds pure white lead, in oil, for steam-engines	7	per pound.
100 feet Redford crown glass, 14 by 20, double thickness	20	per foot.
100.....do.....12 by 18.....do	20	do
100.....do.....12 by 16.....do	20	do
100.....do.....10 by 12.....do	18	do
100.....do..... 9 by 12.....do	18	do
100.....do..... 9 by 11.....do	18	do
100.....do..... 8 by 10.....do	15	do
100.....do..... 7 by 9.....do	15	do
6 gross C. S. ship-scrapers, iron handles, sample	40	per dozen.
18 dozen 000000 paint brushes.....do	15 00	do
2 dozen 0000.....do.....do	12 00	do
20 dozen No. 6 sash tools.....do	2 00	do
5 dozen French fitches.....do	2 00	do
3 dozen sable hair pencils.....do	8 00	do
2 dozen paying tools.....do	1 00	do
6 dozen painters' dusting brushes.....do	4 00	do
2 dozen hand.....do.....do	6 00	do
3 dozen varnish brushes.....do	1 00	do
2 dozen glue-brushes.....do	1 00	do
20 dozen whitewash brushes.....do	20 00	do
150 pounds tallow	8	per pound.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
July 5	June 30	Storer & Stephenson—Continued.	60 pounds refined borax	$0 20 per pound...	New York.
			100 pounds prussiate of potash	20 do	
			1 set of truss hoops, for 300-gallon casks, not riveted	5 00 per set.	
			1.....do.....200 ...do.....do	5 00 do	
			1.....do.....60.....do.....riveted	1 00 do	
			1.....do.....30.....do.....do	1 00 do	
			1.....do.....15.....do.....do	1 00 do	
			3 planking jack-screws, 3½ feet long, (Ballard's patent)	10 00 each.	
			100 pounds leather belting, sample	56 per pound.	
			100 pounds packing yarn ....do	20 do	
			5 barrels best quality coal tar	4 00 per barrel.	
			500 feet hose, 3-inch, in lengths of 50 feet, with couplings complete	60 per foot.	
			50 pounds pure sperm candles	30 per pound.	
			100 pounds best quality brown soap	7 do	
11	30	Wm. S. Shultz	500 feet ⅝-inch white pine panel boards, board measure	50 00 per M.	Philadelphia.
			500 feet 1-inch....do.....do.....do	50 00 do	
			5,000 feet 1-inch white pine panel 2d common boards, clear of sap, board measure	30 00 do	
			500 feet 2-inch white pine plank, board measure	50 00 do	
			20,000 feet 3-inch white pine plank, 12 to 16 inches wide, 35 to 45 feet long, board measure	40 00 do	
			500 feet 4-inch white pine plank, board measure	60 00 do	
			500 feet 2-inch white pine wash plank, board measure	50 00 do	
			500 feet 1-inch wash boards, board measure	50 00 do	
			10,500 feet face measure hemlock wharf timber	15 per foot.	
	1851.				
18	Aug. 31	Joseph Hufty	8 reams faint-lined letter paper	3 00 per ream.	
			1½..do ...do.....do.....to pattern	4 00 do	
			8...do....do.....foolscap paper	3 00 do	
			1½..do....do.....blank forms	8 00 do	
			8 reams large size envelope paper	4 00 do	

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			1 ream foolscap envelope paper	2 50	do
			4 quires pay tickets	75	per quire.
			5 quires receipts for recruits	75	do
			4 quires certificates of settlements	75	do
			4 quires pay accounts	75	do
			4 quires monthly pay-rolls, mechanics	75	do
			6 quires requisitions	75	do
			1 quire double elephant drawing paper, hot rolled	4 00	do
			1 quire Columbia drawing paper	3 50	do
			2,500 legal envelopes, patent, assorted, white and yellow	8 00	per M.
			2,500 letter....do.....do.....do....do.....do.....	2 50	do
			12 dozen Conte & Faber's best black lead pencils, Nos. 2 and 3	75	per dozen.
			13 dozen Monroe's.....do.....do.....do.....	46	do
			2½ dozen papers black sand	60	do
			4 dozen papers ink powder, Hogan & Thompson	1 00	do
			2½ dozen pieces red tape	50	do
			1 bolt pink silk taste	1 50	each.
			5 penknives	1 50	do
			108 cards steel pens	50	do
			12 small bottles best carmine ink, French	37½	per bottle.
			4 small bottles best blue ink, French	25	do
			1 pound best red sealing wax, French	1 50	per pound.
			½ pound best wafers, French	1 00	do
			200 clarified quills, No. 80	3 00	per hundred.
			14 pieces India rubber	6	each.
			5 letter files to pattern	1 00	do
			2 American Almanacs for 1852	1 00	do
			1 Requisition book to pattern	14 00	do
			1 Letter book to pattern	4 50	do
			18 memorandum books to pattern	12½	do
			1 full bound book, mechanics' rolls, to pattern	13 00	do
			1...do.....do...officers'....do....do	14 00	do
			2 half-bound books, rough log, to pattern	1 00	do
			8...do.....do...8 quires each	50	do
			4...do.....do...1 quire each	31¼	do
			1 flat ruler	12	do
			12 pieces mouth-glue	6¼	do
	1852.				
18	June 30	Baxter Brothers.....	2 dozen sand shovels, stamped Duryea & Rhodes, or Ames..	9 50	per dozen.
			1 dozen spades.....do.....do.....	9 75	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 18	June 30	Baxter Brothers.....	1 dozen scrapers.....	$2 50 per dozen.	Philadelphia.
			1 dozen slice irons.....	7 50 do	
			12 dozen flat bastard files, 14 inches long.....	4 25 do	
			10 dozen half-round files, 13 inches long.....	4 05 do	
			6 dozen flat files, 10 inches long.....	2 12 do	
			2 dozen rat-tail files, 10 inches long.....	2 40 do	
			12 dozen millsaw files, 12 inches long.....	2 80 do	
			12 dozen.....do.....10 inches long.....	2 20 do	
			6 dozen handsaw files, 6 inches long.....	1 08½ do	
			24 dozen.....do.....5 inches long.....	9 50 per gross.	
			24 dozen.....do.....3½ inches long.....	60 per dozen.	
			2 dozen ½ round cabinet rasps, 12 inches long.....	4 00 do	
			2 dozen ½ round cabinet files, 12 inches long.....	4 25 do	
			2 dozen screw augers with cutter, assorted, ½ to 2 inches...	12 22 do	
			2 dozen wood saws.....	75 each.	
			2 dozen wood axes.....	1 00 do	
			3 fine tooth panel saws.....	1 25 do	
			200 pounds 20d cut nails.....	3 15 per 100 lbs.	
			200 pounds 10d cut nails.....	3 15 do	
			2 sets 4-inch iron cast boxes.....	50 per set.	
			1 set cast iron cog wheels, band, boxes and shears complete.	20 00 do	
			4 gross 1-inch iron screws, No. 12.....	22 per gross.	
			4 gross 2-inch iron screws, No. 16.....	40½ do	
			1 ream best patent glass paper, No. 0.....	2 50 per ream.	
			1....do.....do.....do.....½.....	2 50 do	
			2....do.....do.....do.....1.....	2 50 do	
1851.	1851.				
June 18	July 31	Baxter Brothers.....	1,000 pounds iron wharf bolts, ¾ inch square, 14 to 20 inches long.....	6 per pound.	
			2,800 feet 2-inch cast iron gas pipe.....	18 per foot.	
			207 feet small.....do.....do.....	10 do	
			6 iron gas-lamp posts, with lamps and burners complete.....	16 00 each.	

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			7,000 pounds round iron, from ½ to 2½ inches, as required	2½	per pound.
			3,000 pounds flat iron, 3½ to ¾-inch	2½	do
			300 pounds 2½ by ⅝-inch shear steel	12	do
			300 pounds square cast steel, 1½-inch	14	do
			400....do.....do....¾-inch	14	do
	1852.				
19	June 30	Joseph Singerly	120 bushels of oats	90	per bushel.
			150....do....do..and corn, ground	1 00	do
			20....do....ship stuff	1 25	do
			1 bushel salt	1 00	do
			13 tons hay (timothy and clover)	31 75	per ton.
			800 bundles rye straw	18	per bundle.
19	30	Lester Fuller	1,000 feet of curb-stone, 5 inches thick, 2 feet wide, 6 to 10 feet long	25	per foot.
			300 team loads best quality paving stones (pebbles)	2 45	per load.
			300....do.....do.....do....gravel	1 07	do
			60,000 best quality straight hard bricks	6 87	per M.
			10,000 best quality back stretcher bricks	6 87	do
20	30	Wm. F. Miskey	5,400 fathoms best manilla rope from 2 to 4 inches, as required, estimated 10,000 pounds	13⅓	per pound.
			50 pounds tarred rope, 3-inch	9	do
			300 pounds 3 yarn spunyarn	9	do
			50 pounds sizing stuff	10	do
			75 hooks and thimbles for blocks	60	each.
			20 double 12-inch blocks (With best *cast*-iron bushings and turned case-hardened pins.)	4 00	do
			20 double 10-inch blocks	2 50	do
			20 double 8-inch blocks	2 00	do
			5 single 12-inch blocks	1 50	do
			5 single 10-inch blocks	1 25	do
			5 single 8-inch blocks	1 00	do
			500 feet copper riveted hose for fire-plugs	65	per foot.
			25 gallons dubbing	1 12½	per gallon.
			25 gallons fish oil	50	do
			3 gallons sweet oil	1 25	do
			120 gallons winter-strained sperm oil	1 38	do
			8 boxes sperm candles	13 12½	per box.
			10 pounds rotten stone	8	per pound.
			8 pounds sponge	30	do
			25 pounds brown soap	5	do
			84 pounds castile soap	11	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 20	June 30	W. F. Miskey—Cont'd...	200 pounds copperas	$0 03 per pound.	Philadelphia.
			10 pounds borax	25 do	
			100 pounds glue	17 do	
			15 yards canvass for straps	36 per yard.	
			2 bottles oil of spike	50 per bottle.	
			1 set cart harness	18 00 per set.	
			1 set chain collar, back band, crupper, &c	16 00 do	
			2 curry-combs	25 each.	
			1 horse comb	25 do	
			1 horse cover	3 50 do	
			1 horse fly-net	3 25 do	
			1 horse brush	50 do	
			1 box scrubbing brush for hose, to pattern	20 00 per box.	
			10 dozen corn brooms	2 40 per dozen.	
			6 dozen hickory brooms	1 50 do	
			3 dozen 2-bushel oak or hickory baskets	10 00 do	
			3 dozen whitewash brushes, 8 knot	6 00 do	
			1 dozen hand scrubbing brushes	3 75 do	
			1 dozen sweeping brushes	6 00 do	
			1 dozen crow-bars	20 00 do	
			1 dozen dusting brushes	4 50 do	
			3 dozen cart-hooks	18 00 do	
			3 dozen iron-bound water-buckets	9 00 do	
			10 sides bellows leather	3 75 each.	
			300 sledge handles	8 00 per hundred.	
			200 hammer handles	5 00 do	
			2 American ensigns, to dimensions given	24 00 each.	
13	30	David Woelpper	26,000 pounds beef, fresh, good quality, part steak	7 per pound...	Naval asylum.
			6,500 pounds beef, corned, good quality	5½ do	
			5,000 pounds hams and shoulders, ½ each	7 do	
			1,500 pounds pork salt	6 do	
			125 pounds lard, best quality	9 do	

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			600 pounds poultry	10	do
			5,000 pounds veal, best quality	5½	do
			3,000 pounds beef liver	3	do
			1,500 pounds fish, fresh, in season	8	do
			6,000 bushels potatoes, northern mercer	75	per bushel.
			25,000 pounds vegetables, in season, required semi-weekly	2¾	per pound.
			100 mince pies	12½	each.
28	30	Henry Ulrich, jr.	50 shade trees	3 00	do
			100 loads gravel	1 25	per load.
			100 bushels charcoal	15	per bushel.
28	30	Jesse Williamson, jr.	500 pounds best white zinc paint, from N. J. Exploring and Mining Company	11¼	per pound.
			500 pounds white lead, best American	7½	do
			10 gallons linseed oil, best	76	per gallon.
			5 gallons spirits of turpentine	42	do
			3 gallons varnish, copal	1 50	do
			3 gallons varnish, Japan	1 80	do
	1851.		3 gallons oil, neatsfoot	1 00	do
23	July 13	Julius Fink	2 cooking ranges complete, per pattern	200 00	
			1 heavy tin boiler, with copper bottom and 2 brass stop-cocks, 2 feet long, 18 inches wide, and 20 inches deep	10 00	
			4 sheet-iron pans 2 feet long, 18 inches wide, and 4 inches deep	2 50	each.
	1852.				
23	June 30	Thomas E. Baxter	6 dozen brushes, best hand scrub	3 00	per dozen.
			6 dozen brushes, clamp	4 50	do
			3 dozen brushes, sweeping	9 00	do
			2 dozen brushes, dusting	5 00	do
			8 dozen brooms, corn	3 25	do
			4 dozen pitchers, half gallon	18 00	do
			2 dozen lamps, tin	5 25	do
			4 dozen washbasins, tin	6 00	do
			12 bushels punter sand	30	per bushel.
			12 dozen knives and forks, table cutlery	1 75	per dozen.
			12 dozen iron spoons	50	do
			12 dozen quart bowls, sample	3 00	do
			6 dozen tin tumblers	2 00	do
			12 dozen soup plates	3 00	do
			6 dozen buckets, painted	3 50	do
			2,000 feet lumber, such as required	40 00	per M. feet.
			2,000 pounds nails, assorted, such as required	4	per pound.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 23	June 30	Thos. E. Baxter—Con'd.	3 pounds screws, assorted, as required	$0 75 per pound.	Naval asylum.
			1 tin kitchen, new and good	30 00	
23	30	A. R. Gemeny	50 pairs of blankets, s mple	2 25 per pair.	
			100 pairs of sheets, white cotton sheeting, 506 yards	31 per yard.	
			100 pillow cases, white cotton, 81 yards	12½ do	
			50 comforts, woven	1 75 per piece.	
			500 yards toweling	12½ per yard.	
			100 yards cloth for scrubbing	12½ do	
			120 yards linen for table purposes	62½ do	
23	30	W. S. Maddock	6,000 pounds butter, best quality	20 per pound.	
			9,000 pounds sugar, brown, best quality	7 do	
			300 gallons molasses, New Orleans	40 per gallon.	
			3,000 pounds coffee, equal to best Cuba	12 per pound.	
			600 pounds black tea, good quality	50 do	
			100 pounds mustard	40 do	
			1,500 pounds rice	5 do	
			2,000 pounds flour, superfine	3½ do	
			500 pounds starch, best pearl	10 do	
			4 pounds indigo	1 50 do	
			100 pounds Indian meal, fresh	3 do	
			10 bushels beans, white, dried	2 50 per bushel.	
			20 bushels fine salt	50 do	
			1,500 pounds soap, hard, and best quality	6 per pound.	
			50 barrels soap, soft, and best quality	2 50 per barrel.	
			100 pounds black pepper	15 per pound.	
			500 pounds raisins	12½ do	
			150 gallons Vinegar	12 per gallon.	
			3,000 pickles	40 per 100.	
			300 gallons oil, winter-strained	1 40 per gallon.	
			6 pounds lampwick, in balls	25 per pound.	
			6 dozen lampwick, astral	12½ per dozen.	
			2,500 pounds codfish, dry and salted	4 per pound.	

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			1,000 pounds mackerel, pickled, No. 1 or 2		6	do	
			2 pounds spices, assorted	1	25	do	
			250 pounds soda, for washing		6	do	
			100 bushels oats, late crop		60	per bushel.	
23	30	Andrew Robono	40 pea-coats, blue pilot cloth, sample	8	50	each.	
			130 jackets blue cloth, sample	6	00	do	
			130 vests, blue cloth	2	00	do	
			200 trousers, blue cloth	4	00	do	
			600 shirts, (over,) white cotton drilling		75	do	
			200 shirts, (under,) white Canton flannel		50	do	
			200 under shirts, blue flannel, warranted dyed in the wool, indigo dye	1	15	do	
			200 pairs drawers, white Canton flannel		50	per pair.	
			200 pairs drawers, navy blue flannel, indigo dye, dyed in the wool	1	15	do	
			400 pairs woollen half hose, mixed colors		25	do	
			200 black silk handkerchiefs, for the neck		40	each.	
			400 pocket handkerchiefs, cotton colored		12	do	
			100 round jackets, brown drilling	1	88	do	
			100 vests, brown drilling	1	58	do	
			200 duck pants		88	do	
			50 pairs drawers, white cotton drilling		50	per pair.	
			400 pairs half hose, cotton, unbleached		12	do	
23	30	Wm. Muldoon	125 black felt hats, sample	2	12½	each.	
			125 pairs half boots, calf skin, sample	2	75	per pair.	
			300 pairs lace boots, sample	1	28	do	
			100 pairs slippers, sample		75	do	
			100 pairs boots to be half-soled		40	do	
			100.....do.....heeled, and average repairing		20	do	
23	30	Wm. W. Barns	40,000 pounds bread, best quality		3.25	per lb.	
23	30	Henry Ulrich, jr.	2,500 pounds of tobacco, (chewing,) good and sound		39	do	
24	30	George Simon	3,000 gallons milk		17 9-10	per gall.	
24	30	William Fischer	10 reams cap paper, best quality, faint-lined	3	50	per ream	Washington.
			10 reams letter.....do.....do....3 sides	3	50	do	
			5 reams envelope.....do	4	00	do	
			1 ream cap paper, suitable for envelopes	2	50	do	
			1 ream blank bills of lading, good paper, pattern	8	00	do	
			1½ ream blank requisition books, half-bound, in boards, two and three quires, pattern	13	84	do	
			1½ ream receipts for master workmen	12	00	do	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 24	June 30	Wm. Fischer—Continued	1 ream blank half-monthly returns, printed and ruled	$13 00 per ream...	Washington.
			5 gallons black ink, in quart bottles	1 75 per gallon.	
			1 gallon blue fluid, in pint bottles	2 50 do	
			36 bottles (small) carmine red ink	20 per bottle.	
			6 dozen penholders	25 per dozen.	
			10 gross steel pens, on cards	2 75 per gross.	
			1 pound best wafers	75 per pound.	
			1 pound best sealing-wax	1 25 do	
			24 dozen black lead pencils, asserted	50 per dozen.	
			6 dozen red tape	38 do	
			6 dozen black sand	38 do	
			2 dozen pieces India rubber	1 50 do	
			6 dozen sticks India ink	1 50 do	
			300 (No. 80) quills	2 50 per 100.	
			2 dozen 4-bladed Rodgers' or Wostenholm's best penknives	15 00 per dozen.	
			1 quire antiquarian drawing paper	20 00 per quire.	
			2 quires double elephant drawing paper	6 00 do	
			30 yards tracing cloth	65 per yard.	
			1 quire double elephant tracing paper	8 00 per quire.	
			2 bundles soapstone slate pencils	50 per bundle.	
24	30	Wm. S. Shultz	400 yellow pine piles, 40 feet long each, 16 inches diameter at butt, and free from bark	3 50 each.	
			12 pieces yellow pine timber, 25 feet long, 12 inches square, for capping	30 per cub. ft.	
			6 pieces yellow pine timber, 23 feet long, 12 inches square, for capping	30 do	
			20 pieces yellow pine timber, 28 feet long, 12 inches square, for capping	30 do	
			900 yellow pine piles, 35 feet long, 16 inches diameter at butt end	3 00 each.	
			50 yellow pine logs, 32 feet long, 12 inches square, for capping	30 per cub. ft.	

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179 yellow pine logs, 30 feet long, 10 by 12 inches square, for capping	30		do
17 yellow pine logs, 40 feet long, 12 inches square, for ties	30		do
6 planks N. Carolina pine, 10 by 3½ in., 42 ft. long, bd. meas.	22	50	per M. ft.
50.....do.....do.... 12 by 3 in., 16..... do.....	22	50	do
10.....do.....do.... 12 by 4 in., 16..... do.....	22	50	do
2 ps. yellow pine scantling 6 by 5 in., 42..... do.....	22	50	do
2.....do.....do.... 6 by 5 in., 16..... do.....	22	50	do
6.....do.....do.... 11 by 6 in., 12..... do.....	22	50	do
2.....do.....do.... 12 by 3½ in., 36..... do.....	22	50	do
2.....do.....do.... 10 by 3½ in., 24..... do.....	22	50	do
2.....do.....do.... 10 by 3½ in., 36..... do.....	22	50	do
8.....do.....do.... 9 by 3½ in., 10..... do.....	22	50	do
2 white pine girders, to be marked P, 30 feet long, 10 by 12 inches, board measure	20	00	do
26 white pine girders, to be marked O, 35 feet long, 12 by by 15 inches	20		per cub. ft.
34 white pine tie beams, to be marked O, 36 feet long, 10 by 17 inches, board measurement	20	00	per M. ft.
14 white pine tie beams, to be marked O, 12 feet long, 10 by 13 inches, board measurement	20	00	do
6 white pine girders, to be marked M, 47 feet long, 12 by 15 inches	20		per cub. ft.
20 white pine girders, to be marked M, 35 feet long, 12 by 15 inches	20		do
20 white pine tie beams, to be marked M, 38 feet long, 9½ by 17 inches, board measurement	20	00	per M. ft.
10 white pine tie beams, to be marked M, 50 feet long, 9½ by 17 inches, board measurement	20	00	do
65 white pine joists, to be marked P, 20 feet long, 3 by 12 inches, board measurement	20	00	do
112 white pine joists, to be marked M, 20 feet long, 3 by 12 inches, board measurement	20	00	do
504 white pine joists, to be marked M, 18 feet long, 3 by 12 inches, board measurement	20	00	do
294 white pine joists, to be marked M, 18 feet long, 3 by 12 inches, board measurement	20	00	do
500 white pine joists, to be marked O, 19 feet long, 3 by 12 inches, board measurement	20	00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Where deliverable.
1851. June 24	1852. June 30	Wm. S. Shultz—Cont'd..	180 white pine joists, to be marked O, 23 feet long, 3 by 12 inches, board measurement	$20 00	per M. feet..	Washington.
			268 white pine joists, to be marked O F, 12 feet long, 3 by 12 inches, board measurement	20 00	do	
			80 white pine joists, to be marked O, 24 feet long, 3 by 8 inches, board measurement	20 00	do	
			45 white pine joists, to be marked O, 16 feet long, 3 by 12 inches, board measurement	20 00	do	
			4 white pine plates, to be marked O, 50 feet long, 4 by 7½ inches, board measurement	20 00	do	
			4 white pine plates, to be marked O, 61 feet long, 4 by 7½ inches, board measurement	20 00	do	
			28 white pine plates, to be marked O, 36 feet long, 7½ by 9 inches, board measurement	20 00	do	
			4 white pine plates, to be marked O, 34 feet long, 7½ by 9 inches, board measurement	20 00	do	
			14 white pine plates, to be marked O, 36 feet long, 4 by 12 inches, board measurement	20 00	do	
			32 white pine plates, to be marked M, 24 feet long, 5 by 14 inches, board measurement	20 00	do	
			64 white pine rafters, to be marked P, 18 feet long, 7 by 3 and 5 inches, board measurement	20 00	do	
			34 white pine rafters, to be marked O, 37 feet long, 10 by 10 and 15 inches, board measurement	20 00	do	
			80 white pine rafters, to be marked O, 25 feet long, 6 by 3 and 8 inches, board measurement	20 00	do	
			22 white pine rafters, to be marked M, 36 feet long, 9½ by 10 and 14½ inches, board measurement	20 00	do	
			20 white pine rafters, to be marked M, 32 feet long, 9½ by 10 and 14 inches, board measurement	20 00	do	
			6 white pine posts, to be marked M, 12 feet long, 9½ by 17 inches, board measurement	20 00	do	

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11	white pine posts, to be marked M, 31 feet long, 9½ by 17 inches, board measurement	20 00	do
10	white pine posts, to be marked M, 16 feet long, 9½ by 14 inches, board measurement	20 00	do
20	white pine posts, to be marked O, 16 feet long, 10 by 17 inches, board measurement	20 00	do
14	white pine posts, to be marked O, 17 feet long, 10 by 14 inches, board measurement	20 00	do
7	white pine posts, to be marked O, 12 feet long, 10 by 17 inches, board measurement	20 00	do
14	white pine braces, to be marked O, 14 feet long, 7 by 10 inches, board measurement	20 00	do
28	white pine braces, to be marked O, 18 feet long, 7 by 10 inches, board measurement	20 00	do
14	white pine braces, to be marked O, 24 feet long, 7 by 10 inches, board measurement	20 00	do
44	white pine braces, to be marked M, 18 feet long, 7 by 9½ inches, board measurement	20 00	do
11	white pine braces, to be marked M, 17 feet long, 7 by 9½ inches, board measurement	20 00	do
40	white pine braces, to be marked M, 16 feet long, 7 by 9½ inches, board measurement	20 00	do
11	white pine beams, to be marked M, 12 feet long, 9½ by 13 inches, board measurement	20 00	do
10	white pine beams, to be marked M, 12 feet long, 9 by 12 inches, board measurement	20 00	do
14	white pine beams, to be marked O, 12 feet long, 10 by 13 inches, board measurement	20 00	do
194	white pine palins, to be marked O, 31 feet long, 4 by 7 inches, board measurement	20 00	do
280	white pine palins, to be marked M, 18 feet long, 4 by 7 inches, board measurement	20 00	do
234	white pine palins, to be marked M, 16 feet long, 4 by 7 inches, board measurement	20 00	do
20	white pine lintels, to be marked O, 28 feet long, 5½ by 14 inches, board measurement	20 00	do
22	white pine lintels, to be marked M, 14 feet long, 10 by 12 inches, board measurement	20 00	do
16	white pine lintels, to be marked M, 14 feet long, 8 by 12 inches, board measurement	20 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Where deliverable.
1851. June 24	1852. June 30	Wm. S. Shultz—Con'd..	15 white pine lintels, to be marked M, 24 feet long, 4 by 12 inches, board measurement	$20 00	per M. feet.	Washington.
			190 white pine scantling, 20 feet long, 3 by 4 inches, board measurement	20 00	do	
			30 white pine scantling, 20 feet long, 4 by 4 inches, board measurement	20 00	do	
			25 white pine scantling, 18 feet long, 4 by 6 inches, board measurement	20 00	do	
			25 white pine scantling, 18 feet long, 4 by 4 inches, board measurement	20 00	do	
			50 white pine scantling to be marked P, 16 feet long, 3 by 5 inches, board measurement	20 00	do	
			175 white pine bridging, 18 feet long, 2 by 4 inches, board measurement	20 00	do	
			120 white pine pieces to be marked M, 3 feet long, 5 by 12 inches, board measurement	20 00	do	
			1,200 yellow pine round piles, to be marked M, 35 feet long, not less than 14 inches diameter at the butt, and not less than 10 inches diameter at the small end	3 25	each.	
			1,650 yellow pine round piles, to be marked O, 35 to 40 feet long, not less than 14 inches diameter at the butt, and not less than 10 inches diameter at the small end	3 25	do	
			250 pieces yellow pine timber for coffer-dam piles, 36 feet long, 13 by 14 inches, to be sawed straight, on 3 sides, and well hewed or sawed on the 4th, and to show heart one-third of the length, to be sound and free from bad knots	7 25	do	
			30 pieces yellow pine timber, 36 feet long, 13 by 14 inches, to be straight, sound, and free from bad knots. These pieces may have a wane of 2 inches on the corners, and may taper 2 inches	7 00	do	
			48,000 feet, board measure, common yellow pine, 4 inch			

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			plank, in lengths of 20, 30 or 40 feet of parallel widths, and edges sawed square, to be sound and free from splits, shakes and bad knots, board measure	20 00	per M. feet.
			4 pieces North Carolina pine, 24 feet long, to dress and square 14 by 16 inches	30	per cubic foot
			2 pieces North Carolina pine, 28 feet long, to dress and square 14 by 16 inches	30	do
			4 pieces North Carolina pine, 16 feet long, to dress and square 12 by 14 inches	30	do
			2 pieces North Carolina pine, 15 feet long, to dress and square 14 by 16 inches	30	do
			18 pieces North Carolina pine, 15 feet long, to dress and square 12 by 14 inches	30	do
			2 pieces North Carolina pine, 9 feet long, to dress and square 11 by 11 inches	30	do
			4 pieces North Carolina pine, 21 feet long, to dress and square 14 by 16 inches	30	do
			2 pieces North Carolina pine, 29 feet long, to dress and square 12 by 14 inches	30	do
			4 pieces North Carolina pine, 18 feet long, to dress and square 6 by 12 inches	30	do
			8 pieces North Carolina pine, 35 feet long, to dress and square 9 by 10 inches	30	do
			4 pieces North Carolina pine, 6 feet long, to dress and square 10 by 20 inches	30	do
			38 pieces North Carolina pine, 22 feet long, to dress and square 6 by 9 inches	30	do
			80 pieces North Carolina pine, 16 feet long, to dress and square 8 by 12 inches	30	do
			20 pieces North Carolina pine, 24 feet long, to dress and square 8 by 12 inches	30	do
24	30	Peter M. Pearson	1,280 barrels best wood-burnt lime, equal to Seeley's mountain lime	93	per barrel.
25	30	A. & T. A. Richards	160,000 best hard red bricks, hand-made	8 00	per M.
			38,000 premium fire-bricks	88 00	do
26	30	O. Whittlesey	1,400 pounds Spanish whiting	1	per pound.
			2,800 pounds pure white lead in oil	7½	do
			2,500 pounds pure white lead, dry	6½	do
			6,300 pounds best white zinc paint from New Jersey Exploring & Mining Company	12	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 26	June 30	O. Whittlesey	60 pounds chrome yellow, best quality	$0 30 per pound	Washington.
			60 pounds chrome green, best quality	30 do	
			150 pounds litharge	6 do	
			600 pounds Spanish brown	1 co	
			330 gallons linseed oil, raw	80 per gallon.	
			464 gallons pure winter-strained sperm oil	1 35 do	
			20 gallons sweet oil	1 25 do	
			450 gallons neats-foot oil	87 do	
			40 gallons spirits turpentine	45 do	
			1,300 lights first quality 10 by 12 inch glass	3½ per light.	
			200....do.....do.....12 by 15....do	7 do	
			100....do.....do.....12 by 18....do	8 do	
			200....do.....do.....11 by 17....do	7 do	
			100....do.....do.... 10 by 17....do	6 do	
26	30	S. G. Bogert	14,000 feet white pine prime boards, 2 inches thick, board measurement	40 00 per M. feet.	
			11,000 feet white pine prime boards, 1 inch thick, board measurement	40 00 do	
			700 feet white pine prime boards, 2 inches thick, 16 feet length, board measurement	40 00 do	
			1,000 feet North Carolina pine prime boards, 1 inch thick, 16 or 24 feet length, board measurement	40 00 do	
			137,000 feet white pine common cullings, 1 inch thick, 16 feet length, board measurement	15 00 do	
			8,000 feet white pine common cullings, 2 inches thick, 16 feet length, board measurement	15 00 do	
			13,000 feet white pine select cullings, 1 inch thick, 16 feet length, board measurement	25 00 do	
			35,000 feet white pine select cullings, 2 inches thick, 16 feet length, board measurement	25 00 do	
			3,000 feet white pine merchantable boards, 3 inches thick, 16 feet length, board measurement	33 00 do	

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42,000 feet white pine merchantable boards, 2 inches thick, 16 feet length, board measurement	33 00	do
30,000 feet white pine merchantable boards, 1 inch thick, 16 feet length, board measurement	33 00	do
14,000 feet white pine merchantable boards, 1½ inch thick, 16 feet length, board measurement	33 00	do
2,500 feet white pine panel, ⅝ inch thick, 16 feet length, board measurement	33 00	do
1,500 feet Carolina yellow pine stepping, 1¼ inch thick, 2 inches wide, 16 feet length, board measurement	33 00	do
1,500 feet scantling, 3 by 4 inches, 16 feet lengths, board measurement	33 00	do
2,500 feet 1¼ inch mill-dressed flooring, 18 feet lengths, board measurement	33 00	do
3,200 pounds oakum, suitable for wiping machinery	7	per pound.
10 pounds sal amoniac	20	do
10 pounds red chalk	10	do
150 pounds white chalk	2	do
20 pounds white marline	20	do
500 pounds packing yarn	14	do
12 pounds shoe thread	75	do
10 pounds rotten-stone	10	do
40 pounds clean tallow	[illegible]	do
40 pounds flour emery	12½	do
40 pounds 2d cut emery	12½	do
300 pounds best Irish glue	35	do
80 pounds gum-shellac	20	do
4 pounds gum-arabic	50	do
70 pounds refined borax	25	do
50 pounds braziers' spelter solder	10	do
3 pounds sponge	1 00	do
2 barrels pitch	2 50	per barrel.
2 barrels tar	3 50	do
3 barrels rosin, refined	4 00	do
8 barrels sour or condemned flour	3 00	do
½ dozen black lead crucibles, medium size	20 00	per dozen.
2 dozen short-handle shovels (Duryea & Rhodes, or Ames)	12 00	do
4 dozen long.....do.....do.....do	12 00	do
½ dozen spades.....do.....do	12 00	do
3½ dozen hand brushes	3 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851. June 26	1852. June 30	S. G. Bogert—Continued.	½ dozen sweeping brushes	$6 00 per dozen..	Washington.
			½ dozen glue brushes	6 00 do	
			1 dozen brass-wire sieves, No. 2	3 00 do	
			4.....do.....4	3 00 do	
			4.....do.....8	3 00 do	
			1.....do.....10	3 00 do	
			½ dozen moulding shovels	20 00 do	
			2 dozen polishing brushes, made to pattern	7 50 do	
			6½ dozen ground paint brushes (00000)	9 00 do	
			6½.....do..... tools, No. 7	2 00 do	
			18 dozen corn brooms	2 50 do	
			16 dozen hickory brooms	1 [illegible] do	
			4 dozen 8-knot whitewash brushes	6 00 do	
			10 boxes Mount Eagle Tripoli	30 per pound.	
			10 boxes sperm candles	50 do	
			100 yards new No. 2 cotton canvass	25 per yard.	
			28 sides heavy belt leather	40 per pound.	
			28 sides heavy bellows leather	40 do	
			7 reams assorted sand paper	3 00 per ream.	
			7 reams assorted emery paper	4 00 do	
			15 gallons spirits wine	1 00 per gallon.	
			2 pairs hand bellows	50 per pair.	
			10 pairs braziers' bellows	1 60 do	
			2 varnish brushes	50 each.	
			20 dozen 14-inch flat safe-edge smooth files	7 75 per dozen.	
			20..do..12.....do.....do	5 60 do	
			30..do..10.....do.....do	3 70 do	
			22..do...8.....do.....do	2 60 do	
			6..do...6.....do.....do	1 80 do	
			4..do...4.....do.....do	1 20 do	
			12..do..15-inch half-round files	8 75 do	
			12..do..14.....do	7 15 do	

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10	do	12	do	4 90	do
20	do	10	do	3 40	do
18	do	8	do	2 40	do
12	do	6	do	1 60	do
6	do	4	do	1 20	do
4	do	12-inch round files		5 00	do
4	do	10	do	3 40	do
4	do	8	do	2 40	do
4	do	6	do	1 60	do
6	do	18-inch flat safe-edge bastard files		11 50	do
30	do	16	do	8 50	do
20	do	15	do	7 00	do
68	do	14	do	5 75	do
20	do	12	do	4 00	do
50	do	10	do	2 75	do
28	do	8	do	2 00	do
10	do	6	do	1 25	do
10	do	16-inch half-round files		7 80	do
30	do	15	do	6 40	do
26	do	14	do	5 20	do
40	do	12	do	3 60	do
36	do	10	do	2 50	do
30	do	8	do	1 80	do
10	do	6	do	1 20	do
5	do	14-inch square files		4 60	do
9	do	12	do	3 30	do
4	do	10	do	2 35	do
4	do	8	do	1 60	do
4	do	16-inch round files		7 80	do
4	do	15	do	6 40	do
14	do	14	do	5 20	do
8	do	12	do	3 60	do
14	do	10	do	2 50	do
14	do	8	do	1 80	do
10	do	6	do	1 20	do
10	do	16-inch flat files		7 00	do
20	do	14	do	4 50	do
10	do	12	do	3 25	do
20	do	8	do	1 55	do
5	do	6	do	1 10	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 26	June 30	S. G. Bogert—Continued.	30 dozen 5-inch hand saw files	$1 00 per dozen...	Washington.
			12..do...4½.....do	90 do	
			56..do...4.....do	80 do	
			10..do...3½.....do	75 do	
			8..do...3.....do	75 do	
			3..do..12-inch mill saw files	4 00 do	
			2..do...6-inch whip saw files	2 00 do	
			10..do...6-inch 3-square taper saw files	1 35 do	
			12..do...3-inch sash saw files	70 do	
			½...do...horse-shoe rasps	6 00 do	
			8...do...14-inch hack saw blades	5 50 do	
			4 10-inch tennon saws	2 08¼ each.	
			1 dozen hand vices	15 00 per dozen.	
			1 dozen bench vices, medium size	24 00 do	
			3 dozen screw-wrenches, assorted sizes	22 00 do	
			2 dozen spring callipers	5 00 do	
			2 dozen jointed compasses, assorted sizes	3 00 do	
			1 dozen double jointed two-foot rules	6 00 do	
			1 dozen upright saw blades, 28 by ¾ inch	4 00 do	
			1 set turning tools	4 00 per set.	
			6,000 pounds best block tin, English or Banca	19½ per pound.	
			100 pounds antimony	12 do	
			5 gross, No. 18 iron screws, 3 inches	1 00 per gross.	
			5..do...do.15....do.....3..do	75 do	
			5..do...do.12....do.....3 .do	60 do	
			4..do...do.16....do.....2½.do	65 do	
			10..do...do.14....do.....2⅛.do	50 do	
			4..do...do.12....do.....2½.do	45 do	
			4..do...do.16....do.....2 .do	55 do	
			8..do...do.14....do.....2 .do	45 do	
			4..do...do.12....do.....2 .do	35 do	
			12..do...do.12....do.....1¾.do	32½ do	

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5..do...do.16....do.....1½.do	45	do
5..do...do.14....do.....1½.do	35	do
13..do...do.12....do.....1½.do	30	do
4..do...do.14....do.....1¼.do	30	do
14..do...do.12....do.....1¼.do	25	do
28..do...do.11....do.....1¼.do	23	do
4..do...do.13....do .....1 .do	24	do
14..do...do.12....do.....1 .do	22	do
22..do...do.11....do.....1 .do	20	do
12..do...do. 9....do.....1 .do	18	do
3..do...do. 9....do..... ¾.do	16	do
3..do...do. 8....do..... ¾.do	15	do
8..do...do. 7....do..... ¾.do	14	do
6..do...do. 6....do..... ⅝.do	12	do
2..do...do. 8....do..... ½.do	13	do
2..do...do. 7....do..... ½.do	12	do
6..do...do. 6....do..... ½.do	10	do
7..do...do. 5....do..... ½.do	10	do
2 rolls milled sheet lead, 5 pounds to the foot } 1,400 p'ds.	5½	per pound.
2..do.....do.....7.....do..... }		
16 boxes single X leaded tin, 14 by 20, of the charcoal brand.	11 00	per box.
3...do..X tin, 14 by 20	12 00	do
3...do..double X tin, 17 by 13½ inches	13 00	do
1...do..2-inch Randall's patent brads	12 00	do
2...do..1¾-inch.....do.....do	10 00	do
2...do..1½-inch.....do.....do	8 00	do
2...do..1¼-inch.....do.....do	6 00	do
2...do..1-inch.....do.....do	6 00	do
1½..do...¾-inch.....do.....do	4 00	do
1...do...⅝-inch.....do.....do	4 00	do
1...do...½-inch.....do.....do	3 00	do
1 ..do...⅜-inch.....do.....do	3 00	do
1 ton pig lead	110 00	per ton.
6 pad-locks, best quality	2 50	each.
18 pairs of Clark's or Baldwin's tight-joint broad butt hinges, 4 by 4 inches	15	per pair.
36 pairs of Clark's or Baldwin's tight-joint broad butt hinges, 3 by 3 inches	10	do
36 pairs of Clark's or Baldwin's tight-joint broad butt hinges, 2¼ by 2¼ inches	10	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851. June 26	1852. June 30	S. G. Bogert—Continued.	36 pairs of Clark's or Baldwin's tight-joint broad butt hinges, 2½ by 2½ inches	$0 10 per pair.	Washington.
			30 pairs of Clark's or Baldwin's tight-joint broad butt hinges, 2½ by 4 inches	19 do	
			12 pairs 5 inch parliament shutter hinges	10 do	
			12 pairs 4 inch pantry locks, best	87½ do	
			12 pairs 4 inch cupboard locks, right and left	87½ do	
			12 pairs 2½ inch cupboard locks, right and left	25 do	
			14 dozen 2 inch Clark's iron axle pulleys	60 per dozen.	
26	30	Phillip Otterback	200 cords best seasoned pine wood	2 98 per cord.	
			12 tons best timothy hay	17 49 per ton.	
			3 tons best rye straw	12 00 do	
			480 bushels old corn	59 per bushel.	
			480 bushels old oats	48 do	
27	30	Eli Dyer	6,000 bushels best maple or pine charcoal	10 do	
27	30	Z. Jones	4 pieces white ash, to dress 7 by 3 inches, 12 feet long; 4 pieces white ash, to dress 3 by 16 inches, 6 feet long; 2 pieces white oak plank to dress 5 by 12 inches, 40 feet long — 180 feet, board measurement.	37 50 per M. feet.	
			2 pieces white oak plank to dress 6 by 6 inches, 38 feet long; 2 pieces white oak plank to dress 6 by 6 inches, 16 feet long — 724 feet, board measurement.	48 00 do	
			24 knees, to side 6 inches, to be 8 feet on the body, and 4 feet on the root ends, to mould 6 inches out of square in three feet from base	14 00 each.	
			4 knees, 6 inch sided, to mould square, of same length as above	14 00 do	
			450 cubit feet white oak, 12 by 12 inches, in pieces not less than 40 feet in length, to be straight, sound and well hewn	26 per cubic ft.	

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			1,300 lineal feet of white oak, 4 by 5 inches, of promiscuous lengths, above 20 feet, to be sound and straight, board measurement		45 00	per M. feet.
			2 white oak planks, 10 by 5½ inches, 87 feet long, to be straight 2 white oak planks, 18 by inches, 20 feet long, to be straight 2 white oak planks, 13 by 14 inches, 20 feet long, to be straight 2 white oak planks, 14 by 3½ inches, 15 feet long, to be straight 2 white oak planks, 14 by 3½ inches, 10 feet long, to be straight 2 white oak planks, 10 by 4 inches, 10 feet long, to be straight	1,084 feet, board measurement.	48 00	do
			1,000 feet 1 inch white oak boards, 12, 16, or 20 feet lengths, board measurement		48 00	do
			1,000 hickory piece hoop-poles		23 00	do
			3 cords straight white hickory, 4 feet lengths		8 75	per cord.
			1 cord straight white hickory, 8 feet lengths		8 75	do
			725 perches large building stone		2 43	per perch.
			1,100 perches best blue building stone		1 45	do
July	8	Aug. 1	James Rustige	2,140 barrels best sharp building sand		11½	per barrel.
				100 cart loads best red moulding sand, per samples		67	per load.
				50 cart loads best Georgetown moulding sand, per samples		1 48	do
				50 cart loads best sand for cupola bottoms		50	do
	9	June 30	Bonsal & Brother	125 tons best No. 1 American gray charcoal pig iron		23 50	per ton.
				35,000 pounds round iron from ¾ to 3½ inches in diameter		2½	per pound.
				15 pieces 2-inch round iron, each 17 feet long, estimated at 2,700 pounds		2½	do
				2,500 pounds square bar iron, 1 inch		2½	do
				360 lineal feet 1¼ inch round iron, estimated at 1,500 pounds		2½	do
				159 feet best quality bar iron, 2½ by ¾ inch		2½	do
				100 feet best quality bar iron, 1¼ by ⅝ inch		2½	do
				6,900 pounds American cast steel from ½ to 2½ inches square		16	do
				1,000 pounds blister steel, 4 by ¾ inch		13	do
				300 pounds blister steel, 3 by ⅝ inch		13	do
				600 pounds shear steel		16	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
July 9	June 30	Bonsal & Brother—Con'd.	6,400 pounds cut nails from 6-penny to 3-penny	$0 8½ per pound..	Washington.
			100 pounds 12 penny nails, finishing head	8½ do	
			200 pounds wrought iron spikes, 7 inches	5 do	
			200....do....do....do....do..6..do	5 do	
			500 pounds wrought-iron nails, 10-penny	8 do	
			400.....do.....do.....6-penny	8 do	
			25 pounds clout nails, 1-inch	20 do	
			15 pounds horseshoe nails, large size	80 do	
			10.....do.....small size	80 do	
			336 pounds 1-inch hoop iron	4 do	
			224 pounds ¾-inch....do	4 do	
			1,000 pounds 12 pound copper rivets	10 do	
			1,000 pounds 8-pound.....do	10 do	
			1,000 pounds 4-pound.....do	10 do	
			20 sheets of copper, 72 by 36 inches, and 60 ounces per foot—1,350 pounds	25.70 do	
			250 feet patent stretched leather belting, 3¾ inches wide....	10 per foot.	
			200.....do.....do.....3½.....do	12 do	
			300.....do.....do.....3.....do	18 do	
			200.....do.....do.....2.....do	21 do	
			150.....do.....do.....1¾.....do	24 do	
			68.....do.....do.....14.....do	62 do	
			108.....do.....do.....10.....do	91 do	
			500 pounds vulcanized rubber, for packing, size to be furnished	48 per pound.	
June 18	30	James Scott	150,000 pounds best timothy and clover hay	84 per 100 lbs...	Norfolk.
18	30	Daniel J. Turner	4,500 bushels charcoal	12 per bushel.	
18	30	Vickery & Griffith	40 reams cap paper, best quality blue laid, with marginal lines	2 75 per ream.	
			20 reams letter paper, best quality, faint lined	2 25 do	
			12 reams envelope paper, best quality	2 87½ do	
			1 ream blotting paper	3 00 do	

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			2 reams blank pay-rolls, per sample	1 00	do
			2 reams blank muster-rolls, per sample	6 00	do
			24 sheets elephant drawing paper	10	per sheet.
			36 sheets double elephant drawing paper	20	do
			24 .....do.....tracing paper	10	do
			4 pounds India rubber, unmanufactured	1 06¼	per pound.
			20 dozen best drawing pencils, assorted marks	75	per dozen.
			1 gross .....do	4 25	per gross.
			4 6-quire blank books, per sample	1 75	each.
			13 quires blank forms....do	50	per quire.
			2 dozen 2-quire blank-books, faint lined, half-bound	8 75	per dozen.
			2 dozen 1-quire.....do.....do	1 75	do
			1 dozen penknives, 4 blades, best quality	8 00	do
			4 dozen quart bottles best quality black ink	2 75	do
			12 dozen pieces red taste	25	do
			1 dozen pieces silk tape	25	do
			40 gross steel pens, best quality, assorted	1 00	per gross.
			12 dozen best graduated lead pencils	85	per dozen.
			4,000 best quality opaque quills	5 00	per M.
			4,000....do.....clarified quills	5 00	do
			10 pounds scarlet wafers	43¾	per pound.
			4 pounds red sealing-wax	75	do
14	30	Daniel J. Simmons.....	10,000 bushels clear fresh-water angular sand	4½	per bushel.
14	30	John A. Higgins.....	400 casks good fresh wood-burnt lime, equal to "Seeley's mountain lime," and to average 270 pounds net to the cask	1 85	per cask.
			550 casks good fresh wood-burnt lime, equal to "Seeley's mountain lime," and to average 270 pounds net to the cask	1 85	do
16	30	Charles Pendergast.....	94,424 good hard dark-colored plain Baltimore front bricks	15 50	per M.
			108,416 good hard common Baltimore bricks	8 25	do
			560,000 best hard plain Baltimore bricks, for cutting groins, dry-pressed excluded	8 25	do
			250,000 best hard plain Baltimore bricks, for building	8 25	do
			940 perches building stone, equal to the best Port Deposit building stone, suitable for foundation walls 3 feet thick, good natural beds, and flat stuff	2 09	per perch.
			250 running feet of water-table, 10 by 14 inches, in lengths above 4 feet	49	per run'g foot.
			1,770 cubic feet of granite, in blocks of various sizes	49	per cubic foot.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 16	June 30	Chas. Pendergast—Cont'd.	150 perches best Port Deposit building stone, for foundations	$2 09 per perch...	Norfolk.
			1,146 running feet dimension stone	69 per run'g foot.	
			755 cubic feet granite, in blocks of various sizes	49 per cubic foot.	
16	30	William Tatem	2,250 bushels hominy meal	75 per bushel.	
			700 bushels oats	32 do	
			5 tons straw, wheat	5 00 per ton.	
16	30	S. G. Bogert	140 squares best Pennsylvania 20-inch slate	5 98 per square.	
			16.....do.....do.....16....do	5 98 do	
27	30	Bonsal & Brother	1,700 pounds square cast-steel, from ½ to 2 inches, (Adirondac Company)	13½ per pound.	
			200 pounds blister steel	8 do	
			200 pounds German steel	6 do	
			100 pounds 6-inch iron patent spikes	6 do	
			800 pounds iron cut-nails, 6 inches long	8¾ do	
			1,000 .....do.....4½....do	3¾ do	
			3,400.....do.....12-penny	2¾ do	
			400 .....do.....20-penny	3¾ do	
			1,500.....do.....10-penny	3¾ do	
			700 .....do.....8-penny	3¾ do	
			500 .....do.....6-penny	3¾ do	
			60 pounds 1½-inch slating nails	3¾ do	
			1,000 pounds 12-penny iron cut-nails	2¾ do	
			1,000 pounds 20-penny....do	3¾ do	
			10,700 pounds dry white lead	6 do	
			100 pounds chrome green	25 do	
			125 pounds Paris green	25 do	
			20 pounds cobalt blue	40 do	
			27 pounds umber	10 do	
			525 pounds red lead	6 do	
			30 pounds gum-shellac	15 do	
			50 pounds gum-copal, South American	30 do	
			700 pounds whiting	1 do	

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123 gallons spirits turpentine	50	per gallon.
890 gallons raw linseed oil	80	do
600 gallons winter-strained sperm oil	1 35	do
250 gallons fish oil	45	do
80 gallons neatsfoot oil	85	do
100 pounds litharge	6	per pound.
100 pounds lampblack	10	do
200 pounds yellow ochre	3	do
50 feet window glass, 12 by 18	10	per foot.
50.....do.....12 by 16	10	do
50.....do.....12 by 14	10	do
800.....do.....10 by 12	5	do
50.....do.....14 by 22	10	do
50.....do.....14 by 14	10	do
1,287 pounds sperm candles	36	per pound.
2,600 pounds best tallow	8	do
100 pounds castile soap	8	do
100 pounds best hard soap	4	do
24 triangular scrapers	50	each.
500 pounds 3½-pound sheet lead	5	per pound.
12 dozen corn brooms	8 00	per dozen.
12 dozen hickory brooms	1 00	do
10 sides lacing leather	3 00	per side.
10 sides belt leather	4 00	do
20 sides pump leather	2 50	do
1,000 pounds best white chalk	1	per pound.
10 pounds best red chalk	5	do
50 barrels best tar	2 00	per barrel.
4 rolls 3½-pound sheet lead, 500 pounds each	5	per pound.
2 rolls 2½.....do.....do	5	do
700 pounds best block tin	20	do
50 pounds borax	30	do
4 dozen iron-bound varnish brushes	3 00	per dozen.
8 dozen best ground paint brushes, 0000	6 00	do
8 dozen best coarse paint brushes, 0000	4 00	do
6 dozen sash tools, large size	2 00	do
2 dozen wire-bound fitches, assorted sizes	1 00	do
2 dozen stack brushes, per sample	3 00	do
2 gross 4-8 single twist augers, without screws, and lacquered, L'Hommidieu's	85 00	per gross.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Where deliverable.
1851. June 27	1852. June 30	Bonsal & Brother—Con'd.	6 gross $\frac{5}{8}$ single twist augers, without screws, and lacquered, L'Hommidieu's	$44 00	per gross..	Norfolk.
			1 gross $\frac{7}{8}$ single twist augers, without screws, and lacquered, L'Hommidieu's	50 00	do	
			1 gross 8-8 single twist augers, without screws, and lacquered, L'Hommidieu's	55 00	do	
			1 gross 10-8 single twist augers, without screws, and lacquered, L'Hommidieu's	86 00	do	
			1 gross 15-8 single twist augers, without screws, and lacquered, L'Hommidieu's	9 00	do	
			1 gross 2 single twist augers, without screws, and lacquered, L'Hommidieu's	10 00	do	
			1 gross $\frac{3}{4}$ centre bitts, double covers, for plugging decks, without lacquer, L'Hommidieu's make	4 00	do	
			1 gross 8-8 centre bitts, double covers, for plugging decks, without lacquer, L'Hommidieu's make	5 00	do	
			$\frac{1}{2}$ gross 12-8 centre bitts, double covers, for plugging decks, without lacquer, L'Hommidieu's make	7 00	do	
			2 gross 5-16 auger bitts	2 00	do	
			2 gross $\frac{3}{8}$ auger bitts	2 00	do	
			2 gross 7-16 auger bitts	2 00	do	
			2 gross 4-8 auger bitts	2 00	do	
			6 French grindstones, about 4 feet 6 inches diameter, 8 inches thick	12 00	each.	
			12 cross-cut saws, $4\frac{1}{2}$ feet long	2 50	do	
			6 mill saws, $6\frac{1}{2}$ feet long	4 50	do	
			1 dozen rasps	3 00	per dozen.	
			3 gross cross-cut saw files	15 00	per gross.	
			6 gross hand saw files	10 00	do	
			3 gross pit saw files	5 00	do	
			1 gross mill saw files	60 00	do	
			6 dozen tennon saw files	1 00	per dozen.	

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			2 gross 14-inch flat saw files	66 00	per gross.
			2 gross 12.....do	48 00	do
			3 gross safe-edge hand bastard files, assorted, from 10 to 14 inches	54 00	do
			1 gross safe-edge hand bastard files, 8-inch	80 00	do
			3 gross safe-edge smooth files, assorted, from 8 to 12 inches	24 00	do
			16 dozen half-round bastard files, 14 inches	6 00	per dozen.
			18.....do.....do.....12 inches	4 00	do
			6.....do.....do.....10 inches	4 00	do
			6.....do.....do.....8 inches	3 00	do
			18 dozen smooth half-round files, assorted, from 8 to 12 ins	4 00	do
			2 dozen safe-edge dead smooth files, 12 inches	6 00	do
			2.....do.....do.....do	3 00	do
			9 dozen square bastard assorted files, from 8 to 12 inches	3 00	do
			6 dozen single cut files, 14 inches	3 00	do
			4.....do.....12 inches	2 00	do
			6 bench vices, not less than 90 pounds	5 00	each.
			24 iron squares, best quality	20	do
			40 pounds emery, assorted numbers	15	per pound.
			25 gross butt screws	50	per gross.
			200 pounds spelter solder	20	per pound.
			300 pounds Babbitt's metal	25	do
			2 dozen monkey wrenches	12 00	per dozen.
			½ dozen screw wrenches, per sample	86 00	do
			4 dozen small chalk lines	1 00	do
			½ dozen tape lines, 66 feet each	24 00	do
27*	30	Bonsal & Brother	20,000 feet 2-inch yellow pine plank of 16, 18, and 20 feet lengths	20 00	per M feet, board measm't.
			500 feet 1¼-inch seasoned flooring plank of 18 feet length, from 6 to 7 inches wide, free from sap, knots, and light-wood	30 00	do
			11,000 feet 2-inch yellow pine plank, 16 and 18 feet lengths	20 00	do
			10,000 feet 1½.....do.....do.....do	20 00	do
			4,000 feet 1-inch clear best quality seasoned white pine boards	39 00	do
			2,000 feet 2-inch clear best quality seasoned white pine plank	89 00	do
			8,000 feet merchantable white pine boards of 16 feet length	16 50	do
			3,000 feet 1½-inch clear white pine, best quality, 16 feet length	39 00	do
			11,000 feet 1.....do.....do.....do	39 00	do
			6,000 feet 2.....do.....do.....do	39 00	do
			16,000 feet 1.....do.....do.....do	39 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
June 27	June 30	Bonsal & Brother—Cont'd.	40,000 feet merchantable white pine inch boards, 16 ft. length.	$16 50 per M feet, board measm't.	Norfolk.
			45,000 feet 2-inch merchantable white pine plank	16 50 do	
			25,000 feet 1-inch merchantable white pine boards	16 50 do	
			660 casks best manufactured hydraulic cement, to average 300 pounds to the cask, net	1 29 per cask.	
July 1	30	William Tatem	17,000 cubic feet yellow pine timber, various dimensions	23 per cubic foot.	
June 17	30	Edwin L. Snow	3,500 cubic yards clean, hard, and sound cockle shells and fragments of shells for making concrete	2 40 per cubic yard.	Pensacola.
19	30	Miles J. Herrington	850 round piles of long-leaf pine 65 feet long, not less than 10 inches diameter at the small end, of which 7 inches must be heart timber	5 00 each.	
			270 pieces heart yellow pine, sawed or well hewed, 50 feet long, 12 by 14 inches	18 per cubic foot.	
			56 pieces heart yellow pine, sawed or well hewed, 62 feet long, 13 by 15 inches	20 do	
			8 pieces heart yellow pine, sawed or well hewed, 65 feet long, 12 by 16 inches	20 do	
			42 pieces heart yellow pine, sawed or well hewed, 22 feet long, 8 by 10 inches	15 do	
			4 pieces heart yellow pine, sawed or well hewed, 44 feet long, 7 by 14 inches	15 do	
			76 pieces heart yellow pine, sawed or well hewed, 40 feet long, 3 by 12 inches	15 do	
			40 pieces heart yellow pine, sawed or well hewed, 35 feet long, 3 by 12 inches	15 do	
			60 pieces heart yellow pine, sawed or well hewed, 34 feet long, 3 by 12 inches	15 do	
			20 pieces heart yellow pine, sawed or well hewed, 20 feet long, 3 by 12 inches	15 do	
			34 pieces heart yellow pine, sawed or well hewed, 24 feet long, 6 by 10 inches	15 do	

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34 pieces heart yellow pine, sawed or well hewed, 24 feet long, 4 by 8 inches	15	do
114 pieces heart yellow pine, sawed or well hewed, 30 feet long, 6 by 12 inches	15	do
10 pieces heart yellow pine, sawed or well hewed, 42 feet long, 4 by 12 inches	15	do
6 pieces heart yellow pine, sawed or well hewed, 50 feet long, 8 by 14 inches	15	do
6 pieces heart yellow pine, sawed or well hewed, 18 feet long, 8 by 10 inches	15	do
6 pieces heart yellow pine, sawed or well hewed, 16 feet long, 6 by 7 inches	15	do
6 pieces heart yellow pine, sawed or well hewed, 45 feet long, 7 by 8 inches	15	do
12 pieces heart yellow pine, sawed or well hewed, 20 feet long, 5 by 6 inches	15	do
2,000 feet heart yellow pine, sawed or well hewed, 20 feet long, 3 by 6 inches	15	do
32 pieces best yellow pine sawed timber, 8 by 10 inches, 21 feet long	12	do
16 pieces best yellow pine sawed timber, 6 by 12 inches, 20 feet long	12	do
32 pieces best yellow pine sawed timber, 10 by 12 inches, 38 feet long	12	do
16 pieces best yellow pine sawed timber, 6 by 8 inches, 18 feet long	12	do
120 pieces best yellow pine sawed timber, 3 by 8 inches, 32 feet long	12	do
12 pieces best yellow pine sawed timber, 12 by 15 inches, 33 feet long	12	do
12 pieces best yellow pine sawed timber, 12 by 12 inches, 12½ feet long	12	do
240 pieces best yellow pine sawed timber, 4 by 12 inches, 20 feet long	12	do
325 pieces best yellow pine sawed timber, 3 by 8 inches, 22 feet long	12	do
24 pieces best yellow pine sawed timber, 6 by 9 inches, 12 feet long	12	do
12 pieces best yellow pine sawed timber, 3 by 12 inches, 22 feet long	12	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851. June 19	1852. June 30	M. J. Herrington—Con'd.	80 pieces best yellow pine sawed timber, 5 by 5 inches, 33 feet long	$0 12 per cub. foot.	Pensacola.
			15 pieces best yellow pine sawed timber, 5 by 5 inches, 20 feet long	12 do	
			8 pieces best yellow pine sawed timber, 3 by 4 inches, 24 feet long	12 do	
			6 pieces best yellow pine sawed timber, 6 by 12 inches, 16 feet long	12 do	
			40 pieces best yellow pine sawed timber, 1½ by 12 inches, 40 feet long	12 do	
			7 pieces best yellow pine sawed timber, 6 by 10 inches, 21 feet long	12 do	
			90 pieces best yellow pine sawed timber, 3 by 5 inches, 14 feet long	12 do	
			1 piece best yellow pine sawed timber, 6 by 12 inches, 28 feet long	12 do	
			7 pieces best yellow pine sawed timber, 6 by 10 inches, 17 feet long	12 do	
			10 pieces best yellow pine, sawed timber, 8 by 10 inches, 28 feet long	12 do	
			20 pieces best yellow pine sawed timber, 4 to 6 inches, 17 feet long	12 do	
			5 pieces best yellow pine sawed timber, 10 by 10 inches, 12 feet long	12 do	
			38 pieces best yellow pine sawed timber, 3 by 12 inches, 12 feet long	12 do	
			25 pieces best yellow pine sawed timber, 3 by 6 inches, 22 feet long	12 do	
			18 pieces best yellow pine sawed timber, 3 by 5 inches, 18 feet long	12 do	
			28 pieces best yellow pine sawed timber, 3 by 5 inches, 12 feet long	12 do	

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				22 pieces best yellow pine sawed timber, 8 by 10 inches, 40 feet long	12	do
				52 pieces best yellow pine sawed timber, 8 by 10 inches, 34 feet long	12	do
				20 pieces best yellow pine sawed timber, 8 by 10 inches, 12 feet long	12	do
				24 pieces best yellow pine sawed timber, 8 by 10 inches, 14 feet long	12	do
				24 pieces best yellow pine sawed timber, 8 by 10 inches, 18 feet long	12	do
				260 pieces best yellow pine sawed timber, 3 by 4 inches, 20 feet long	12	do
July	1	30	Wm. J. Keyser	500 feet 1-inch ash	40 00	per M.
				1,000 feet 2-inch ash	40 00	do
	2	30	Jackson M. Stanard	65 tons best quality eastern screwed hay	20 00	per ton.
	3	30	Stephen G. Bogert	50 feet vulcanized India rubber, 10 inches wide	65	per foot.
				50.....do.....do.....7.....do	40	do
				50.....do.....do.....6.....do	35	do
				110.....do.....do.....4.....do	25	do
				200.....do.....do.....3.....do	17	do
				200.....do.....do.....2½.....do	15	do
				200.....do.....do.....2.....do	12½	do
	7	30	Alexander McVoy	2,000 bushels of corn	64	per bushel.
				2,000 bushels of oats	54	do
	7	30	Henry F. Ingraham	240,000 hard burnt bricks	8 47	per M.
				10,000 hard burnt fire bricks	8 47	do
	8	30	Albert L. Avery	1,650 pounds picking yarn	12	per pound.
				30 barrels raw tar	3 50	per barrel.
				35 barrels coal tar	3 50	do
				10 barrels pitch	3 00	do
				830 pounds tallow	10	per pound.
				12 dozen hickory brooms	1 75	per dozen.
				10 dozen corn brooms	3 50	do
				500 pounds oakum	7¼	per pound.
				12 8-inch single blocks	1 25	each.
				4 dozen 8-inch double blocks	2 50	do
				20 skeins sewing thread	20	per skein.
				6 deck buckets	90	each.
				250 pounds white chalk	2	per pound.
				50 pounds red chalk	5	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
July 8	June 30	Albert L. Avery—Con'd.	150 pounds glue	$0 18 per pound.	Pensacola.
			1 dozen roping needles	40 per dozen.	
			1 dozen sewing needles	40 do	
			1 dozen packing needles	40 do	
			1 dozen long handled tar brushes	10 00 do	
			1 dozen 1-pound brushes	10 00 do	
			1 dozen No. 5 brushes	10 00 do	
			1 dozen No. 7 brushes	13 00 do	
			2 dozen filches	2 60 do	
			1 dozen painters' dusters	12 00 do	
			1 badger-hair blender, 4 inches wide	1 50 each.	
			1 large size spatula	7 00 do	
			10 sides rigging leather	3 30 per side.	
			10 sides belt leather	4 50 do	
			10 sides lacing leather	1 40 do	
			10 sides bellows leather	3 30 do	
			20 sides harness leather	4 35 do	
			10 sides pump leather	3 40 do	
			12½ pounds flour of emery	11 per pound.	
			12½ ..do....do....do....No. 1	11 do	
			12½ ...do....do....do.....2	11 do	
			12½ ...do....do....do.....3	11 do	
			12 pounds borax	32 do	
			10 pounds lampwick	30 do	
			200 pounds brown soap, hard	5½ do	
			10 pounds castile soap	20 do	
			30 pounds beeswax	25 do	
			10 pounds alum	10 do	
			10 pounds saltpetre	15 do	
			25 pounds seine twine	30 do	
			10 pounds sewing twine	30 do	
			25 pounds whipping twine	30 do	

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25 pounds cotton twine	80	do
5 pounds shoe thread	60	do
50 pounds rice	5	do
1 gallon muriatic acid	2 50	per gallon.
½ gallon sulphuric acid	2 50	do
6 dozen sheets lantern horn	1 00	per dozen.
1 dozen dusting brushes	9 00	do
2 dozen scrubbing brushes	3 00	do
9 dozen whitewash brushes	7 00	do
1 dozen sash brushes	1 50	do
2 dozen horse brushes	5 50	do
1 dozen tar brushes	6 00	do
½ dozen stock brushes	12 00	do
4 dozen pound brushes, No. 000000, ground	10 00	do
5 dozen fish lines	1 75	do
2 dozen chalk lines	1 75	do
½ dozen tape lines	21 00	do
1 dozen boat-hooks	9 00	do
1 dozen hickory axe-handles	2 00	do
½ dozen tanned sheepskins	6 00	do
½ dozen tanned sheepskins in wool	12 00	do
½ dozen horn lanterns	18 00	do
½ dozen large globe lanterns	18 00	do
1 dozen petticoat lamps	3 00	do
½ dozen sewing palms	2 00	do
2 gross seaming needles	2 00	per gross.
2 dozen harness-makers' needles	30	per dozen.
12 gross Clark's friction matches	1 75	per gross.
20 yards green baize or flannel	70	per yard.
50 yards 4-4 bleached muslin	14	do
6 bolts cotton canvass, say 200 yards, Nos. 1 to 6	35	do
25 Bath bricks	6	each.
30 quires sand paper	12	per quire.
20 sacks alum salt	1 00	per sack.
5 bundles coopers' flags	1 50	per bundle.
2 grindstones, 30 to 36 inches diameter	6 50	each.
2 pair 36-inch Smith's bellows	12 00	per pair.
14 8-inch iron-rim knob locks	2 00	each.
1 dozen 6-inch box-latches	9 00	per dozen.
½ dozen 5-inch....do	8 00	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851. July 8	1852. June 30	Albert L. Avery—Cont'd.	1 dozen 6-inch slide-bolts	$5 00 per dozen	Pensacola.
			106 pairs 4-inch butt hinges	14 per pair.	
			12 pairs 3-inch ....do	12 do	
			6 pairs parliament butt hinges, 5½ inches when opened	20 do	
			20 gross 1½-inch screws	70 per gross.	
			10,000 1½-inch brads	15 per M.	
			2,000 1-inch brads	15 do	
			2,000 ¾-inch brads	15 do	
			1 dozen 8-inch French store-room locks	18 00 per dozen.	
			2 large brass padlocks	1 00 each.	
			12 iron padlocks	27 do	
			270 pounds block tin	25 per pound.	
			23,670 pounds pig lead	4¾ do	
			1,027 pounds sheet lead, 5 pounds to the square foot	6¼ do	
			20 sheets 16-ounce zinc, 7 feet by 30 inches—say 500 lbs	7 do	
			7 composition spring bib-cocks, finished, 1 inch diameter	2 00 each.	
			4.....do.....do.....1¼....do	2 00 do	
			4.....do.....do.....¾....do	1 75 do	
			10 pounds copper bell wire	50 per pound.	
			335 pounds sash cord, like sample	20 do	
			8 dozen 14-inch flat bastard files	5 50 per dozen.	
			2..do..13-inch .....do	5 50 do	
			7..do..12-inch .....do	5 75 do	
			2..do...8-inch .....do	2 50 do	
			5..do..14-inch half round bastard files	6 00 do	
			1..do..12-inch .....do	4 50 do	
			1..do..10-inch .....do	3 40 do	
			1..do...6-inch .....do	2 00 do	
			58..do...handsaw files, from 4 to 6 inches	1 00 do	
			1..do..half-round wood files	7 00 do	
			3..do..whip-saw files	2 25 do	
			6..do..10-inch mill-saw files	3 40 do	

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1	do. 13-inch superfine safe-edge files	5 50	do
1	do. 10-inch do	3 50	do
1	do. 4-inch square safe-edge files	1 00	do
1	do. 8-inch do	2 50	do
2	do. small flat files, assorted	2 75	do
12	do. butt hinges, from 2 to 4 inches	1 20	do
1	do. best narrow axes	14 00	do
1	do. carpenters' hatchets	7 50	do
½	do. handsaws	20 00	do
4	do. ⅜-inch L'Hommidieu's single-twist ship augers, screw	3 10	do
4	do. ½-inch do do do	4 60	do
3	do. 9-16-inch do do do	4 60	do
7	do. ⅝-inch do do do	5 00	do
4	do. 11-16-inch do do do	5 30	do
7	do. ¾-inch do do do	5 90	do
3	do. 13-16-inch do do do	6 30	do
7	do. 1-inch do do do	7 60	do
3	do. 17-16-inch do do do	8 00	do
5	do. 18-16-inch do do do	8 70	do
2	do. 19-16-inch do do do	9 20	do
2	do. 20-16-inch do do do	9 60	do
2	do. 21-16-inch do do do	10 15	do
2	do. 22-16-inch do do do	10 60	do
2	do. 23-16-inch do do do	11 15	do
5	do. 1⅝-inch do do do	11 65	do
4	do. 1¾-inch do do do	12 50	do
4	do. 1⅞-inch do do do	13 45	do
2	do. 1⅞-inch do do do	14 35	do
4	do. 2-inch do do do	15 25	do
½	do. 2¼-inch do do do	19 54	do
4	do. 2⅝-inch chisels, (Conger's, of New York)	6 50	do
4	do. 3-inch do do	7 00	do
4	do. 3½-inch do do	7 50	do
2	bench vices, 100 pounds each, best American wrought-iron, well faced with steel	12 50	each.
2	dozen 2½-inch harness buckles	1 60	per dozen.
2	do. 2-inch do	1 00	do
8	do. 1½-inch do	1 00	do
3	do. 1-inch do	1 00	do
2	do. coppering hammers	4 50	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.		Where deliverable.
1851. July 8	1852. June 30	Albert L. Avery—Cont'd.	2 dozen ship scrapers	$7 00	per dozen	Pensacola.
			½ do. sets braces and bitts, best quality, and full sets	52 00	do	
			6 do. shovels, Ames's No. 1	12 00	do	
			2 do. spades do	12 00	do	
			3 do. broad hoes do	5 75	do	
			2 do. curry combs, with steel combs	4 75	do	
			1 do. best monkey wrenches	26 00	do	
			½ do. copper hand-pumps	82 00	do	
			1 do. ¾-inch brass cocks	16 00	do	
			1 do. 1-inch do	16 00	do	
			1 do. 2-inch drawer locks	3 75	do	
			1 do. brass padlocks	10 60	do	
			2 do. iron do	3 50	do	
			1 do. chest locks	4 00	do	
			½ do. steel squares	12 00	do	
			2 do. 4-inch cupboard locks	4 50	do	
			½ dozen shoe-knives	3 00	do	
			6 dozen crucibles, Nos. 5, 3, and 5, 2 dozen each numbe	4 00	do	
			3 iron pots 8, 10, and 12 inches in diameter	1 10	each.	
			5 pounds iron wire, No. 6, 8, 12, and 14 gauge	14	per pound.	
			10 pounds copper wire	50	do	
			10 pounds brass wire	40	do	
			70 pounds block tin	24	do	
			25 pounds brass solder	35	do	
			24 sheets tin, 12 by 14 inches	12	per sheet.	
			6 best quality vices of 100 pounds each	11 50	each.	
			2 best quality vices of 100 pounds each, to be 8 inches or more across the jaws	15 00	do	
			2 best quality vices of 80 to 90 pounds each, to be 6½ inches or more across the jaws—the boxes to be solid, with screws cut in them	11 00	do	
			2 anvils, 270 to 280 pounds	28 00	do	

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			1 pair platform scales, to weigh 2,000 pounds	40	00	
			15 gross 1½-inch brads		15	per gross.
			25 M. 1½-inch screws		70	do
			1 dozen 8-inch iron-rim knob locks	24	00	per dozen.
			1 dozen 6-inch....do.....do	21	00	do
			1 dozen 5-inch box latches	9	00	do
			80 pounds sash cord, like sample		20	per pound.
			7 dozen ⅞-inch L'Hommidieu's single twist ship augers	6	65	per dozen.
			3 dozen 15-16-inch....do.....do.....do	7	15	do
			150 cords best, hard, sound oak wood	2	48	per cord.
			200....do.....do.....pine wood	2	48	do
July	8	June 30	C. P. Knapp..... 1,050..do....do.....pine light wood	2	48	do
			9,000 feet, board measurement, best quality yellow pine, 20 feet long, 2 by 12 inches	10	50	per M. feet.
			5,000 feet, board measurement, best quality yellow pine, 1 inch	10	50	do
			3,500 feet, board measurement, best quality yellow pine boards	10	50	do
			2,000 feet, board measurement, best quality juniper, 20 feet long, 18 to 20 inches wide	18	00	do
			1,000 feet, board measurement, best quality white pine boards	30	00	do
			500 feet, board measurement, best quality 2-inch white pine plank	10	50	do
			17,[illegible]10 feet of 1-inch boards, 12 to 16 inches wide, 18 to 20 feet long, board measurement	10	50	do
			13,000 feet of 1½-inch plank, 12 to 14 inches wide, 18 to 20 feet long, board measurement	10	50	do
			1,428 feet of 3-inch plank, 10 to 14 inches wide, 20 feet long, board measurement	10	50	do
			500 feet of 2-inch plank, 12 to 14 inches wide, 18 to 20 feet long, board measurement	10	50	do
			500 feet of 2-inch plank, 12 inches wide, 18 feet long, board measurement	10	50	do
			23,000 feet of narrow dressed flooring, 20 feet long, board measurement	27	00	do
			18,000 feet of narrow dressed flooring, 11 feet long, board measurment	27	00	do
			3,000 feet of 12 inches wide flooring, 20 feet long, board measurement	10	50	do

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
July 8	June 30	C. P. Knapp—Continued.	3,500 feet of narrow dressed ceiling, board measurements...	$27 00 per M. feet..	Pensacola.
			13,500 feet of 2-inch juniper plank, 12 inches wide.....	18 00 do	
			1,000 feet of 2-inch juniper plank, 14 to 16 inches wide, 18 to 20 feet long.....	18 00 do	
			2,400 feet of 2-inch juniper plank, 12 to 16 inches wide, 20 feet long.....	18 00 do	
			500 feet of 2-inch juniper plank, 12 to 14 inches wide, 20 feet long.....	18 00 do	
			500 feet of 1½-inch juniper plank, 12 to 16 inches wide, 18 to 20 feet long.....	18 00 do	
			6,000 feet of 1-inch juniper boards, 12 to 14 inches wide, 18 to 20 feet long.....	18 00 do	
			1,500 feet of 3 by 4-inch juniper joist, 20 feet long.....	10 50 do	
			16 pieces of 3 by 4-inch.....do.....do.....	10 50 do	
			50 pieces of 2 by 2-inch.....do.....do.....	10 50 do	
			15,000 feet yellow pine 1-inch boards, 12 to 16 inches wide, 18 to 20 feet long.....	10 50 do	
			20,000 feet yellow pine 1¼-inch plank, 10 to 16 inches wide, 18 to 20 feet long.....	10 50 do	
			5,000 feet yellow pine 1½-inch plank, 10 to 12 inches wide, 18 to 20 feet long.....	10 50 do	
			5,000 feet yellow pine 2-inch plank, 12 to 14 inches wide, 18 to 20 feet long.....	10 50 do	
			10,000 feet juniper 1½-inch plank, 12 to 14 inches wide, 18 to 20 feet long.....	18 00 do	
			5,000 feet juniper 1½-inch plank, 12 to 14 inches wide, 18 to 20 feet long.....	18 00 do	
			10,000 feet juniper 1-inch boards, 14 to 16 inches wide, 18 to 20 feet long.....	18 00 do	
			10,000 juniper shingles.....	3 00 per M.	
			10,000 juniper sawed pickets, 5 feet long, 3 by ¾ inches.....	15 00 do	
8	30	Storer & Stephenson.....	17,250 pounds best quality pure white lead ground in oil....	7½ per pound.	

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			125.....do.....do.....pure red lead ground in oil.....	12	do
			45.....do.....do.....black paint.....	10	do
			20.....do.....do.....patent dryers.....	10	do
			18.....do.....do.....chrome green, dry.....	30	do
			6.....do.....do.....verdigris, in oil.....	30	do
			495 gallons best quality raw linseed oil.....	90	per gallon.
			300...do.....do.....spirits of turpentine.....	40	do
			400...do.....do.....winter strained lard oil.....	70	do
			1,070..do.....do.....winter strained sperm oil.....	1 13	do
			500 feet French window glass, 12 by 16 inches.....	20	per foot.
			500 feet best American window glass, 10 by 12 inches.....	15	do
			2 barrels (say 300 pounds) yellow ochre, dry.....	5	per pound.
			15 gallons best neatsfoot oil.....	1 00	per gallon.
			5.....do.....copal varnish.....	2 00	do
			5.....do.....harness varnish.....	1 00	do
			100 pounds litharge.....	7	per pound.
			5 pounds red umber.....	10	do
			10 pounds lampblack.....	20	do
			2 packs deep yellow gold leaf.....	7 50	per pack.
			1 painter's diamond, best quality, with keys attached.....	8 00	
8	30	Jesse Pritchet.....	900 bushels charcoal.....	16⅔	per bushel.
10	30	Francis Church.....	6 sheets 64 oz. brazier's copper, 5 feet by 30 inches.....	26	per pound.
			25 sheets 24 oz. sheathing copper.....do.....	23	do
			126 sheets 20 oz.....do.....do.....	23	do
			1,324 sheets 16 oz.....do.....	23	do
			6,145 sheets 16 oz. yellow metal sheathing.....	17½	do
			384 sheets 24 oz.....do.....	17½	do
			2,600 pounds 1¼-inch composition sheathing nails.....	22	do
			800 pounds 1-inch.....do.....	22	do
			388 pounds composition slating nails.....	22	do
			200 pounds 8-penny copper cut nails.....	22	do
			200 pounds ⅜-inch diameter round bolt copper.....	26	do
			150 pounds ⅝-inch.....do.....do.....	26	do
			6,000 best copper pump tacks, assorted.....	1 00	per M.
21	30	Bonsal & Brother.....	217 squares of best imperial, countess or duchess slate, size of squares 10 by 10 feet.....	7 20	per square.
			583 casks best quality lime, equal to Seely's mountain lime, to average 270 pounds to the cask.....	1 80	per cask.
			9,250 barrels best hydraulic cement, to be in tight barrels averaging 300 pounds, to be delivered as required.....	1 45	per barrel.

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851. July 21	1852. June 30	Bonsal & Brother—Cont'd	55 barrels best Roman cement	$3 50 per barrel...	Pensacola.
			48,242 pounds best American iron, from ½ by ½ to 5 by 1 inch, as required	3 per pound.	
			28,540 pounds best American iron, from ¼ to 3½ inches diameter, as required	3 do	
			70 sheets ⅝-inch boiler iron, 6 feet by 26 inches	5½ do	
			30 sheets ⅝-inch boiler iron, 6 feet 2 inches by 30 inches	5½ do	
			1,877 pounds ½-inch best American sheet-iron	5½ do	
			10 sheets Russia iron, say 250 pounds	15 do	
			150 pounds 2-inch square cast-steel	17 do	
			100 pounds 1¾-inch.....do	17 do	
			400 pounds 1½-inch.....do	17 do	
			400 pounds 1¼-inch.....do	17 do	
			200 pounds 1-inch.....do	17 do	
			50 pounds 1⅛-inch diameter octagon cast steel	17 do	
			200 pounds 2-inch.....do.....do	17 do	
			800 pounds 1-inch.....do.....do	17 do	
			290 pounds ¾-inch.....do.....do	17 do	
			70 pounds ½-inch.....do.....do	17 do	
			20 pounds ⅝-inch .....do.....do	17 do	
			20 pounds ¾-inch.....do.....do	17 do	
			40 pounds 1-inch.....do.....do	17 do	
			40 pounds 1-inch.....do.....do	17 do	
			20 pounds ⅝-inch.....do.....do	17 do	
			40 pounds ½-inch.....do.....do	17 do	
			20 pounds ⅜-inch.....do.....do	17 do	
			150 pounds 3 by ⅜-inch English blister steel	12½ do	
			100 pounds 6-inch best American boat spikes, wrought	5½ do	
			500 pounds 7-inch.....do.....do	5½ do	
			300 pounds 5-inch.....do.....do	5½ do	
			400 pounds 6-inch.....do.....cut..do	4 do	
			100 pounds 5-inch.....do.....do	4 do	

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			1,400 pounds 10d best American cut flooring brads	3¾	do	
			10,000 pounds best American cut nails, 3 to 20d, as required	3¾	do	
			100 grate bars	4	do	
			80 tons best American railroad iron, T pattern, 3½ inches high, 2 inches wide on the top table, and 4 inches on the bottom, bars to be straight, 21 feet long, and weighing about 58 pounds per lineal yard	65 00	per ton.	
			2½ tons flat bar railway iron, 2½ by ¾ inches, with oblong counter sunk holes	65 00	do	
			300 pounds 6-inch railway spikes, to suit ½ by ⅝-inch section	5½	per pound.	
			700 pounds hook-headed railway spikes, 5 inches long, and 8 to the pound	5½	do	
			700 pounds flat bar iron, 6 inches wide, and ½ inch thick	3	do	
			150 feet ⅝-inch short link chain, best American iron	20	per foot.	
			200 feet ½-inch.....do.....do.....do	12	do	
17	80	Stephen G. Bogert	20 first quality white oak wharf piles, 15 feet long, 10 inches diameter	8 00	each.	Portsmouth, N. H.
	1851.					
23	Sept. 23	John N. Handy	72 oak piles, 40 to 45 feet long, 14 inches square, to be squared 12 feet from the butt, and in no case to be less than 12 inches square 12 feet from the butt, and not less than 8 inches diameter at the small end	15 00	per ton.	
			36 oak piles, 35 to 40 feet long, same as above	15 00	do	
			3 oak sticks, 50 feet long, not less than 14 inches diameter at butt, 8 inches diameter at top end, and all to be delivered roughly squared at the butt 12 feet, and none to have a sweep over 12 inches	15 00	do	
			12 caps, 20 feet long, 10 by 14 inches, of white pine	17 00	per M feet.	
			65 pieces pine, 20 feet long, 4 inches thick, averaging 12 inches wide, width averaging 8 to 16 inches	17 00	do	
	1852.					
9	June 30	H. D. J. Pratt	14 reams best quality regulation paper, per sample	4 25	per ream.	Pensacola.
			11....do.....do...letter.....do	3 60	do	
			12....do.....do...foolscap.....do	3 95	do	
			6½....do.....do...envelope.....do	3 10	do	
			1.....do.....do...note .....do	1 40	do	
			1½....do.....do...blotting.....do	3 00	do	
			31 gross Gillott's eagle steel pens, with holder for each dozen	1 74	per gross.	
			1,200 best quality opaque quills	2 40	per 100.	
			5 dozen pint bottles Harrison's Columbia ink (black)	1 85	per dozen.	
			2½ dozen small bottles best red ink	50	do	
			5 dozen pieces India rubber	75	do	

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List of contracts under the cognizance of the Bureau of Yards and Docks—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Where deliverable.
1851.	1852.				
July 9	June 30	H. D. J. Pratt—Con'd...	6 dozen pieces silk taste	$0 60 per dozen.	Pensacola.
			15 dozen pieces red tape	20 do	
			12 dozen best quality lead pencils	20 do	
			6 small memorandum books with covers	2 30 do	
			15 dozen best quality Congress penknives	12 00 do	
			2 dozen blank books, 1 to 4 quires—½ dozen each	12 00 do	
			24 pounds black sand	1 per pound.	
			5½ pounds red sealing wax	65 do	
			1 pound black sealing wax	50 do	
			6 pounds letter wafers	45 do	
			10 pounds gum-arabic, best	45 do	
			50 sheets double elephant drawing paper, 40 by 28 inches	19 per sheet.	
			24.....do.....do.....do.....27 by 33 inches	24 do	
			12 sheets imperial .....do.....do.....30 by 22 inches	24 do	
			20 sheets of J. Whatman's best linen drawing paper, antiquarian size	50 do	
			30 sheets of J. Whatman's best linen drawing paper, super-royal size	30 do	
			42 sheets of J. Whatman's best linen drawing paper, atlas size	13 do	
			40 sheets of tracing paper, or cloth, 30 by 50 inches	45 do	
			24.....do.....do.....24 by 30 inches	45 do	
			30.....do.....do.....40 by 26 inches	45 do	
			50.....do.....do.....27 by 19 inches	30 do	
			30.....do.....do.....33 by 26 inches	35 do	
			10 dozen Mears' best drawing pencils	8 per dozen.	
			8 dozen fine camel's hair pencils	30 do	
			8 pieces best quality real India ink	6 per piece.	
			6 demy size full bound 6-quire blank books, per sample	5 00	
			2 fine sponges	2 00 each.	
			1 gross Joseph Gillott's extra fine pointed steel pens and 12 holders	1 00 per gross.	

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			1 6-quire blank book, 18 by 24 inches, superior blue ruled paper, ruled ¼ inch	5 50	each.
			1 6-quire blank book, 18 by 24 inches, superior blue ruled paper, ruled ⅛ inch	5 50	do
			2 6-quire blank books, superior blue ruled paper	5 50	do
			4 3-quire.....do.....do	2 50	do
			1 dozen small bottles blue ink	1 00	per dozen.
			5 dozen leather covered memorandum books, 5 by 7 inches, containing 24 sheets of good ruled paper, ruled ¼ inch apart, per pattern	2 50	do
			1 porcelain slate or tablet about 6 by 8 inches	1 00	

BUREAU OF YARDS AND DOCKS,
October 16, 1851.

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No. 5.

BUREAU OF PROVISIONS AND CLOTHING,
November 17, 1851.

SIR: I have the honor to submit herewith, estimates for the ensuing fiscal year (marked A and B) for that portion of the naval service connected with this bureau, and also such statements and abstracts (marked C to M) as are required by the acts of April 21st, 1808, March 3d, 1809, and March 3d, 1843.

The bureau took occasion, in its last annual report, to bring to your notice several causes for the difficulties it had encountered in procuring good bread for the navy, under the present contract system, and submitted, as the only adequate remedy for the evil, in its opinion, the propriety of applying to Congress to authorize the establishment of a bakery at the Brooklyn yard, stating the reasons which influenced it in naming that location.

The bureau, after earnest inquiry into the subject since that period, is still impressed with the great benefit such an establishment would be to the navy, and would respectfully renew its recommendation for your favorable consideration and action.

The British and French naval services, in their greater experience, have long since been compelled to abandon the contract system for procuring bread, and now rely entirely upon bakeries established at several of their dock-yards. They even purchase the wheat and manufacture it into flour, having their establishments constructed for all the different processes, from cleansing and husking the wheat to its conversion into biscuit ready for packing. As good flour, and of the proper kind, may always be procured in our markets, it may not be necessary for us to manufacture it. Should Congress authorize a bakery, it is respectfully suggested that it be provided that ample time be given for the examination and selection of such plans and machinery, whether foreign or American, as should be found most efficient for the purpose.

As appropriate to the subject, the bureau cannot omit to bring to your notice the injurious operation, in many instances, of the proviso to the act of 3d March, 1843, making appropriations for the naval service, which requires "that all supplies for the navy, when time will permit, shall be procured by contract with the lowest bidder."

The supply of good provisions is of great importance, both as it regards the movements of our vessels and the health of our seamen, and should not, as is sometimes the case, under the contract system, be left dependent upon the competition of speculators. A bidder, for example, having no practical knowledge of the business of baking, obtains a contract for the supply of bread in consequence of his having underbid the bona fide manufacturer. He immediately searches for some baker willing to take the execution of the contract off his hands, and leave him a good profit. The latter, of course, looks to some advantage from the bargain; and to secure this may attempt to pass upon the government an inferior article. The numerous and skilful methods in use at the present day for adulterating flour when converting it into bread, enables a dishonest man too easily and frequently to inflict injury and disappointment upon the service. This system has not, it is believed, succeeded, in may instances, in securing good provisions; nor has it secured to the public the advantages of a fair competition, which Congress undoubtedly intended as one of its objects. It is question-

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able if so important a matter as the food of the navy should ever be left to the precarious dependence of "lowest bidders." In any event, the bureau would respectfully suggest that discretionary power be given to the department to reject all bids offered for bread, by persons who have not been, and are not at the time of offering, bona fide practical bakers; with power, likewise, to reject the bid of any person who may have failed to execute promptly, and in good faith, such contracts as may have been entered into for the supply of any portion of the navy ration.

The bureau would likwise recommend that the articles of flour, rice, raisins, beans, dried fruit, and pickles, be exempted from the proviso, as experience has shown that contractors at lowest prices will never furnish the best of these articles, but only such as will merely pass inspection; and as they are of a very perishable nature, they will soon deteriorate if improperly prepared or selected in the first instance. It cannot be doubted but that the government can always enter the market for these articles, and procure them of the best quality, and properly prepared, for the same prices as are now paid.

By the second section of the act of 3d March, 1847, and by the eleventh section of the act of 3d August, 1848, so much of the proviso as was applicable to the articles of cheese, butter, and tobacco, was modified, and authority given to the Secretary of the Navy to make contracts for them, without regard to bids, and for periods longer than one year. The result of several years' experience has demonstrated that economy has been promoted, and that the quality of these portions of the ration, and of the tobacco, has been greatly improved.

It is evident, that under the present system the head of a bureau, and the officers making purchases, are exempted from much trouble, and from imputations of improper preferences; and it can, therefore, be only from a sense of duty that the repeal of the proviso is recommended.

In view of the important improvements and discoveries in the preservation of alimentary substances now being made, almost yearly, the bureau is impressed with the conviction that it would be greatly advantageous to the service, were discretionary power vested in the Secretary of the Navy to modify the ration at such times as its alteration might be clearly shown to be beneficial. The naval powers of Europe have been for several years availing themselves of these improvements, and the discovery in England of a method for preserving the potato in a concentrated form, and in France of new processes by which vegetables are reduced by dessication to one-fifth, or more, of their bulk, preserved for any length of time, and by the simple process of soaking for a short time in warm water previous to cooking, resume again all their original properties of bulk, flavor, color, &c., seem to render necessary such a modification of our ration as will enable us, likewise, to partake of these great advantages.

A quantity of these prepared vegetables which were imported by the bureau are now under examination, by a board of intelligent officers, convened by order of the department, at the Brooklyn navy yard.

The bureau takes pleasure, in this connexion, to express its appreciation of the courtesy of M. Jurien, the Director of the administrative services of the French Marine, in furnishing it with copies of the official reports of various naval commissions and scientific bodies, of the results of the minute and interesting examinations and experiments upon these vegetables, as well as for much other useful information.

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The returns of the several navy agents, storekeepers, and pursers, so far as may have reference to this bureau, have been punctual and satisfactory.

In addition to shipments made, (per statement D) there have been forwarded since July 1, in the United States store-ship "Lexington," to the Pacific, supplies amounting to $43,346 78; and in chartered vessels to Macao, in China, $15,687 64; and to Spezzia, in Italy, $24,990 54. A chartered barque will sail in a few days from Boston, with supplies for Port Praya; and the United States store-ship "Relief" is now preparing to sail from New York, with stores for Rio de Janeiro.

The bureau would again respectfully and earnestly call your attention to the remarks in its last report on the subject of the inadequate compensation made to the clerks and assistants in the purser's department of the navy. There certainly cannot be found any good reason for giving less compensation to those persons, than is given to other clerks performing often far less responsible and onerous duties.

I have the honor to be, sir, very respectfully, your obedient servant,

WM. SINCLAIR.

Hon. WILLIAM A. GRAHAM,
Secretary of the Navy.

SCHEDULE OF PAPERS HEREWITH SUBMITTED.

A.—Estimate of expenses of the bureau.
B.—Estimate for provisions for the navy.
C.—Statement of provisions, clothing, and small-stores at home and abroad, (last returns.)
D.—Statement of shipments made during the fiscal year.
E.—Cost of provisions, clothing, and small-stores, condemned.
F—1 and 2.—Abstract of proposals received for navy supplies and navy butter.
G.—Abstract of proposals received for clothing and clothing materials.
H.—Abstract of proposals received for small-stores.
I.—Abstract of proposals received for fresh beef and vegetables.
K.—Abstract of proposals received for navy beef and navy pork.
L.—Abstract of proposals received for transportation of stores.
M.—Statement of contracts made by the bureau.

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A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1853.

For salary to the chief clerk of the bureau, per act of August 31, 1842	$1,400 00	
Additional, per act of March 3, 1851	300 00	
		$1,700 00
For salary to one clerk, per act of August 31, 1842	1,200 00	
Additional, per act of March 3, 1851	200 00	
		1,400 00
For salary to one clerk, per act of March 3, 1845	1,200 00	
Additional, per act of March 3, 1851	100 00	
		1,300 00
For salary to one clerk, per acts of August 31, 1842, and September 30, 1850	1,000 00	
Additional, per act of March 3, 1851	100 00	
		1,100 00
For salary to one clerk, per act of March 3, 1847	1,000 00	
Additional, per act of March 3, 1851	100 00	
		1,100 00
For salary to one messenger, per act of August 31, 1842		700 00
		*7,300 00
Contingent.		
For printing, blank books, binding, stationery, labor, and miscellaneous items		$770 00
Appropriated for the year ending June 30, 1852.		
For salaries of clerks and messenger		$7,300 00
For contingent		770 00
		8,070 00
Asked to be appropriated for the year ending June 30, 1853.		
For salaries of the clerks and messenger		$7,300 00
For contingent		770 00
		8,070 00

* The salary of the chief of the bureau is provided for by the act of August 12, 1848, therefore not embraced in this estimate; a purser of the navy having been assigned to duty as head of said bureau.

BUREAU OF PROVISIONS AND CLOTHING,
October 8, 1851.

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B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance, for the fiscal year ending June 30, 1853.

Estimate for provisions for 7,500 men.	
One ration per day for 7,500 men would be for the year 2,737,500 rations; at 20 cents each, is	$547,500 00
One ration per day for 750 commission and warrant officers "attached to vessels for sea-service" for the year, would be 273,750 rations; at 20 cents each, is	54,750 00
One ration per day for 750 officers and marines "attached to vessels for sea-service," would be 273,750 rations; which, at 20 cents each, is	54,750 00
Additional sum required for an estimated number of 4,000 men, who may decline to draw the spirit portion of their ration, as provided by the acts of March 3, 1847, and August 3, 1848	29,200 00
Aggregate amount required	686,200 00

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, October 8, 1851.

C.

Statement showing the value of "provisions, clothing, and small-stores" on hand at the last dates received from the different United States naval stations, at home and abroad, submitted to the department July 1, 1851.

Stations.	Date.	Provisions.	Clothing.	Small-stores.
Portsmouth, N. H.	July 1, 1851	.....	.....	.....
Boston, Mass.	....do....	$18,897 53	$39,119 07	$3,706 25
New York	....do....	71,548 61	48,354 31	5,887 60
Philadelphia	....do....	79 57	46 13	26 88
Washington, D. C.	....do....	65 57	.....	.....
Norfolk, Va.	....do....	55,349 10	25,605 84	5,436 41
Pensacola, Fa	....do....	12,099 56	26,674 91	5,916 10
Macao, China	Dec. 31, 1850	13,973 64	5,372 65	918 28
Spezzia, Italy	June 1, 1851	15,495 81	24,277 82	1,923 48
Porto Praya, Africa	Mar. 31, 1851	10,931 02	16,529 80	2,964 38
Rio de Janeiro	....do....	8,530 34	10,503 51	3,211 01
In transitu to—				
San Francisco, Cal.	.....	32,624 39	.....	5,228 51
Valparaiso, Chili	.....	23,375 02	20,888 [illegible]	5,875 56
Rio de Janeiro	.....	2,059 42	.....	.....
Total	.....	290,129 08	217,371 79	41,154 46

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, November 10, 1851.

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D.

Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadrons on foreign stations during the fiscal year ending June 30, 1851.

Stations.	Date.	Value of provisions.	Value of clothing.	Value of small-stores.
China squadron	Oct., 1850	.....	$841 40	$291 93
Do	Feb., 1851	.....	881 83	380 00
Mediterranean squadron	July, 1850	*523,932 27	2,483 64	2,078 12
Do.....do	Nov., 1850	22,719 81	4,009 64	2,250 55
African squadron	July, 1850	10,374 47	3,055 58	1,340 90
Do	Dec., 1850	13,529 81	3,595 47	1,579 78
Do	April, 1850	.....	*314 46	.....
Brazil squadron	Sept., 1850	*14,821 14	8,542 43	1,951 70
Do	May, 1851	*12,967 51	933 68	2,022 75
Pacific squadron	Feb., 1851	*16,531 88	.....	3,062 94
Do	May, 1851	2,386 00	.....	.....
South Pacific squadron	Feb., 1851	*11,804 00	11,213 70	1,676 24
Total	.....	123,566 80	30,906 83	16,615 00

* Per United States store-ships.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, November 10, 1851.

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F.

Statement showing the cost of provisions, clothing and small-stores condemned on board the national vessels, and at the naval stores, at home and abroad, or otherwise destroyed, loss by leakage, evaporation, or other casualties of the service. Also, the amount condemned and sold at auction, with the amount of net proceeds of such sales, from July 1, 1850, to June 30, 1851, inclusive, so far as returns have been received by the bureau.

Stations, &c.	PROVISIONS.		CLOTHING.		SMALL-STORES.	
	Cost.	Proceeds.	Cost.	Proceeds.	Cost.	Proceeds.
Portsmouth, N. H....	$37 85	$22 54	.....	.....	$1 15	.....
Boston, Mass.*.....	886 36	216 22	57,161 20	$492 51	366 36	$204 15
New York, N. Y.....	7,049 09	2,020 05	17,717 17	4,109 82	1,584 82	409 05
Philadelphia, Penn...	274 19	47 93	185 71	32 24	12 65	1 62
Baltimore, Md.....	36 08	2 25	.....	.....	.....	.....
Washington, D. C....	764 63	299 66	242 55	104 16	86 02	21 56
Norfolk, Va.....	1,590 78	511 68	8,941 66	1,951 71	225 70	41 58
Charleston, S. C.....	457 45	134 18	.....	.....	.....	.....
Mobile, Ala.....	63 28	8 32	.....	.....	.....	.....
Pensacola, Fa.....	2,767 40	434 19	2,979 27	489 56	347 13	59 77
San Francisco, Cal.†	14,902 99	22,947 16	.....	.....	.....	.....
Monterey‡...	510 52	7,845 90	.....	.....	.....	109 72
Rio de Janeiro.....	2,661 95	679,59	68 31	2 48	97 54	6 38
Macoa	4,270 14	675 37	16,074 23	4,571 74	.....	.....
Benecia.....	27,467 25	21,925 91	3,524 40	1,704 61	3,242 90	1,140 70
Spezzia§.....	174 87	.....	.....	.....	.....	.....
Porto Praya§.....	1,339 44	.....	67 72	.....	.....	.....
Monrovia.....	.....	.....	483 07	161 15	445 62	35 82
The several national vessels, &c.‖.....	13,983 58	86 33	2,033 53	90 82	730 76	112 40
Total.....	79,187 85	57,857 28	59,478 82	13,710 30	7,090 65	2,142 20

*In amount of clothing as condemned at Boston, is *included* the sum of $4,272 93, which is a *reduction* in price of clothing remaining on hand, having depreciated in value.

†The provisions condemned and sold at San Francisco brought more at auction than the original cost, which accounts for proceeds being more than cost.

‡Proceeds of sales at Monterey are from condemnations of other years, and from which no returns have heretofore been received.

§No account of sales received from Spezzia and Porto Praya.

‖The proceeds of sales received from "the several national vessels, &c.," were from surveys and condemnations on board said vessels, and received by sundry pursers.

BUREAU OF PROVISIONS AND CLOTHING, *September* 1, 1851.

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F—1.—*Abstract of proposals for "navy supplies" for 1851 and 1852, received under the advertisement of the Bureau of Provisions and Clothing, dated April 12, 1851.*

Names.	Residence.	Flour—per barrel.			Biscuit—per 100 pounds.					
		Boston.	New York.	Norfolk.	Boston.		New York.		Norfolk.	
					Tight.	Flour.	Tight.	Flour.	Tight.	Flour.
William H. Calwell	New York									
Lavina Doughty, (informal)	Philadelphia									
Chas. L. Ondersluys	Baltimore									
Numsen & Thomas	....do									
Jos. L. Sanford & Co	New York		$7 00				$4 49	$3 49		
Remington & Co	....do									
Hart & Baldwin	Baltimore									
Aaron Jeffers	Norfolk		5 65	$5 50						
W. S. Browning & D. Green	Baltimore									
Patterson & Fredericks	New York									
George W. Shaw	Boston	$5 79	5 90	5 90	$3 66⅔	$3 11¾	3 94	3 80	$3 94	$3 80
John Woodside & Co	Philadelphia									
N. Hicks Graham	....do	6 20	6 20	6 20						
Hyatt & Stump	Baltimore	7 75	7 75	7 75						
John Wetherill, jr	Philadelphia									
William Lang	Boston	6 25	6 50							
Leonard Brown	New York									
Storer & Stephenson	....do									
E. P. Holden	Baltimore				4 37	3 92	4 31	3 87	3 99	3 65
Reeve & Van Rensselaer	New York									
M. Bartlett	Boston				3 76	3 25				
Butler & Camp	Norfolk			6 30						
George R. A. Ricketts	New York									
John A. Higgins	Norfolk	6 48	5 70	5 30	4 20	4 00	4 20	4 00	4 20	4 00
Thomas Brown	Georgetown, D. C.				4 10	3 55	4 10	3 49	3 99	3 31
Gurdon K. Tyler	Baltimore				4 40	3 75	4 35	3 75	4 09	3 49

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F 1—Continued.

Names.	Residence.	Whiskey—per gallon.			Sugar—per pound.			Tea—per pound.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
William H. Calwell	New York							$0 48	$0 47	$0 48
Lavina Doughty, (informal)	Philadelphia									
Chas. L. Ondersluys	Baltimore									
Numsen & Thomas	....do									
Jos. L. Sandford & Co	New York									
Remington & Co	....do									
Hart & Baldwin	Baltimore									
Aaron Jeffers	Norfolk									
W. S. Browning & D. Green	Baltimore									
Patterson & Fredericks	New York									
George W. Shaw	Boston	$0 29¾	$0 29¾	$0 29¾	$0 06¾	$0 06⅞	$0 06⅞	39	49	49
John Woodside & Co	Philadelphia							54½	54½	54½
N. Hicks Graham	....do	29.74	29.74	29.74	6.45	6.45	6.45	47.45	48.25	47.45
Hyatt & Stump	Baltimore	35	35	35	8	8	8	45	45	45
John Wetherill, jr	Philadelphia									
William Lang	Boston				6.48	7½		34	38	
Leonard Brown	New York									
Storer & Stephenson	....do	27½	26.42	27½	6.95	6¾	6.95	50	45	50
E. P. Holden	Baltimore									
Reeve & Van Rensselaer	New York									
M. Bartlett	Boston									
Butler & Camp	Norfolk			36			8½			
George R. A. Ricketts	New York	29.24	28.43	29.24	6.47	6.39	6.59	39.93	39.49	40.93
John A. Higgins	Norfolk	27	25.87	25.43	8	7½	7¾	63	60	58
Thomas Brown	Georgetown, D. C.									
Gurdon K. Tyler	Baltimore									

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F 1—Continued.

Names.	Residence.	Coffee—per pound.	Rice—per pound.			Butter—per pound.			Molasses—per gallon.		
		New York.	Boston.	New York.	Norfolk.	Boston.	N. York.	Norfolk.	Boston.	New York.	Norfolk.
William H. Calwell	New York										
Lavina Doughty, (informal)	Philadelphia										
Charles L. Ondersluys	Baltimore	$0 11½	$0 05	$0 05	$0 05						
Numsen & Thomas	....do										
Jos. L. Sanford & Co	New York										
Remington & Co	....do										
Hart & Baldwin	Baltimore										
Aaron Jeffers	Norfolk										
W. S. Browning & D. Green	Baltimore		4½	4½	4½						
Patterson & Fredericks	New York										
George W. Shaw	Boston	9¼	3¾	3¾	3¾	$0 15⅜	$0 15⅜	$0 15⅜	$0 29	$0 30	$0 30
John Woodside & Co	Philadelphia										
N. Hicks Graham	....do	8.98	3.94	3.94	3.94	33	33	33	35.20	34¾	34¾
Hyatt & Stump	Baltimore	11½	4¾	4¾	4¾						
John Wetherill, jr	Philadelphia										
William Lang	Boston	13.90	3.90	4		18			26		
Leonard Brown	New York										
Storer & Stephenson	....do	9¾	4	3.90	4				27	25	27
E. P. Holden	Baltimore										
Reeve & Van Rensselaer	New York						20				
M. Bartlett	Boston										
Butler & Camp	Norfolk				4½			22			
George R. A. Rickets	New York	10.36	3.86	3.85	3.89				26.96	26.43	26.43
John A. Higgins	Norfolk	11	3¾	3¾	3.43	21	19	17	33	32	32
Thomas Brown	Georgetown, D. C.										
Gurdon K. Tyler	Baltimore										

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F 1—Continued.

Names.	Residence.	Beans—per bushel.			Vinegar—per gallon.			Pickles—per pound.		
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
William H. Calwell	New York									
Lavina Doughty, (informal)	Philadelphia									
Charles L. Vandersluys	Baltimore								$0 0[illegible]	
Numsen & Thomas	do						$0 08			$0 03½
Jos. L. Stanford & Co	New York									
Remington & Co	do				$0 11¾	$0 10¾	11¾	$0 03¾	3½	3¾
Hart & Baldwin	Baltimore				9.98	9.98	9.98	4¾	4¾	4¾
Aaron Jeffers	Norfolk		$1 75	$1 50		20	20			
W. S. Browning & D. Green	Baltimore	$1 90	1 90	1 90	14	14	14	3.8	3.8	3.8
Patterson & Fredericks	New York				8.47	7.94	8.47			
George W. Shaw	Boston	1 69	1 69	1 69	10¾	11½	11½	3⅜	3¾	3¾
John Woodside & Co	Philadelphia									
N. Hicks Graham	do	1 81	1 75	1 81	7.98	7.98	7.98	3.20	3.20	3.20
Hyatt & Stump	Baltimore	1 99	1 99	1 99	12½	12½	12½			
John Wetherill, jr	Philadelphia				7.95	7.95	7.95			
William Young	Boston	1 75			10			5		
Leonard Brown	New York				14	14	14			
Storer & Stephenson	do	1 90	1 69	1 90	19	15	19	6	5	6
E. P. Holden	Baltimore									
Reeve & Van Rensselaer	New York		1 50							
M. Bartlett	Boston									
Butler & Camp	Norfolk			1 90						
George R. A. Ricketts	New York									
John A. Higgins	Norfolk	2 30	2 16	1 43	12	12	12	6	6	6
Thomas Brown	Georgetown, D. C.									
Gideon K. Tyler	Baltimore									

F 1—Continued.

Names.	Residence.	Raisins—per pound.			Dried apples—per pound.			Soap—per lb.
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston, New York, and Norfolk.
William H. Calwell	New York							
Lavina Doughty, (informal)	Philadelphia							
Charles L. Ondersluys	Baltimore	$0 12	$0 12	$0 12	$0 08½	$0 08½	$0 08½	
Numsen & Thomas	....do							
Jos. L. Sanford & Co	New York							
Remington & Co	....do							
Hart & Baldwin	Baltimore							
Aaron Jeffers	Norfolk					7⅞	7½	
Wm. S. Browning & D. Green	Baltimore				6	6	6	
Patterson & Fredericks	New York							
George W. Shaw	Boston	11⅛	11⅛	11¼	5.45	5.45	5.45	$0 05½
John Woodside & Co	Philadelphia							
N. Hicks Graham	....do	12½	12½	12½	7.87½	7.74	7.87½	
Hyatt & Stump	Baltimore							
John Wetherill, jr	Philadelphia							
William Lang	Boston	9	10½		7.25	7½		6.48
Leonard Brown	New York							
Storer & Stephenson	....do	11	10.85	11	7⅞	7½	7⅞	7
E. P. Holden	Baltimore							
Reeve & Van Rensselaer	New York					6½		
M. Bartlett	Boston							
Butler & Camp	Norfolk						6½	
George R. A. Ricketts	New York	10.86	10.83	11.24				
John A. Higgins	Norfolk	13	12½	13	6	5¼	4⅞	
Thomas Brown	Georgetown, D. C.							
Gurdon K. Tyler	Baltimore							

NAVY DEPARTMENT, *Bureau of Provisions and Clothing*, August 12 1851.

F 2.

Abstract of proposals received for the supply of "navy butter," under an advertisement of the Bureau of Provisions and Clothing, dated March 24, 1851.

Names.	Residences.	Price per pound.
		Cents.
Edward Griffing	New York	25
James H. Bowen	Evansville, N. Y.	27, 28 and 30
Alfred Purdy	Chenango county, N. Y.	26½
Do	do	24
E., J. W. & John C. Clarke	Oxford, Chenango co., N. Y.	22
Do	do	23
Do	do	24
John A. Higgins	Norfolk, Va.	23.4
Gilbert Davis	New York	25
Eli L. Corbin	East McDonough, N. Y.	22
Horace Corbin	do	22

Apportioned as follows:

Names.	Number of pounds.	Price per pound.
		Cents.
Edward Griffing	30,000	25
Gilbert Davis	90,000	25
Eli L. Corbin	45,000	22
Horace Corbin	15,000	22

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, August 12, 1851.

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G.

Abstract of proposals received for "clothing and clothing materials," under the advertisement of the Bureau of Provisions and Clothing, dated April 23, 1851.

Names.	Residences.	Class No. 1.							Class No. 2.	Class No. 3.	
		Pea jackets.	Monkey jackets.	Round jackets.	Blue trowers.	Over shirts.	Under shirts.	Drawers.	Blue flannel.	Sheeting frocks.	C. duck trowers.
		Each.	*Each.*	*Each.*	*Each.*	*Each.*	*Each.*	*Each.*	*Yard.*	*Each.*	*Each.*
Henry Newton	Weymouth, Mass.										
Storer & Stephenson	New York	$7 00	$6 00	$5 50	$4 00	$1 50	$0 90	$0 90	$0 87	$1 24	$1 24
Grant & Barton	New York										
Lewis Timberlake	New York	6 10	5 50	4 50	2 90	1 27	82	85	30	1 05	1 00
William Mathews	New York								27.6		
Horton, Hall & Co	Boston, Mass										
Geo. Burns & John. A. Ruff	Washington, D. C.										
Asa W. Goodale	Boston, Mass										
Peter Foley	Boston, Mass										
Sumner Flagg	Boston, Mass										
William Wistar	Germantown, Penn.										
Whiting, Kehoe, & Galloupe	Boston, Mass	6 00	5 75	4 25	3 25	1 20	80	85	85	1 10	75

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G—Continued.

Names.	Residences.	Class No. 4.			Class No. 5.			Class No. 6.		Class No. 7	Class No. 8.	Class No. 9.
		Sheeting.	Duck.	Dungaree.	Calf skin shoes.	Kip skin shoes.	Calf skin pumps.	Stockings.	Socks.	Mattresses.	Handkerc'fs.	Blankets.
		Yard.	*Yard.*	*Yard.*	*Pair.*	*Pair.*	*Pair.*	*Pair.*	*Pair.*	*Each.*	*Each.*	*Each.*
Henry Nowton	Weymouth, Mass.				$1 25	$1 15	$1 00					
Storer and Stephenson	New York	$0 70	$0 35	$0 06				$0 49	$0 30	$4 95	$0 94	$2 50
Grant & Barton	New York	58	20	9								1 [illegible]
Lewis Timberlake	New York	54	22½	8½							80½	1 56½
William Mathews	New York	53	22	8.3							77.4	1 46
Horton, Hall & Co	Boston, Mass.				1 10	1 10	98					
Geo. Burns & John A. Ruff	Washington, D.C.				2 00	1 88	1 75					
Asa W. Goodale	Boston, Mass.				1 15	1 05	1 02			3 84		
Peter Foley	Boston, Mass.									3 46		
Sumner Flagg	Boston, Mass.									4 20		
William Wistar	Germantown, Pa.							39¼	24½			
Whiting, Kehoe & Galloupe	Boston, Mass.	62	30	10¼		1 25	1 20	50	37			

NAVY DEPARTMENT, *Bureau of Provisions and Clothing, July* 30, 1851.

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H.

Abstract of proposals received for "small stores," under the advertisement of the Bureau of Provisions and Clothing, dated April 24, 1851.

Articles.	Storer & Stephenson, New York.	William Lang, Boston, Mass.	George R. A. Ricketts, New York.	Bonsal & Brother, Norfolk, Va.	John A. Higgins, Norfolk, Va.
Boxes, shaving.....each...	$0 04	$0 16	$0 04	$0 05	$0 05
Brushes, shaving.....do....	4	8	8	5	5
scrubbing.....do....	20	25	18	20	20
shoe.....do....	20	14	20	20	15
clothes.....do....	3	21	8	5	2
Buttons, navy, vest.....per gross.	2 00	1 00	2 00	2 00	1 00
coat.....do....	3 00	7 50	4 00	5 00	5 00
dead eye.....do....	20	16	17	20	20
Blacking, boxes of.....per dozen.	45	45	40	40	45
Beeswax, in ½-lb. cakes.....per pound.	28	28	20	25	22
Combs, coarse.....per dozen.	75	75	65	50	90
fine.....do....	1 05	80	90	1 00	90
Cotton, spools of.....do....	40	50	25	30	50
Grass, for hats.....100 hands.	2 00	2 00	2 20	2 00	2 00
Handkerchiefs, cotton.....each...	8	3	10	10	6
silk, fancy colored...do....	75	60	60	55	56
Jack-knives.....do....	45	20	20	25	20
Looking-glasses.....do....	10	12	10	5	18
Mustard seed.....per pound.	18	20	20	25	25
Needles, ass'd, in papers of 25 each..per M..	75	1 10	1 00	1 00	1 00
Pepper, black.....per pound.	15	16	18	25	20
red.....do....	10	12½	10	25	15
Razors, in single cases.....each...	25	20	27	20	20
Razor strops.....do....	20	20	25	20	20
Rit and, hat.....per piece.	75	75	72	65	80
Soap, shaving, in cakes.....per dozen.	25	1	25	25	3
Silk, sewing, blue-black.....per pound.	5 00	6 50	7 00	6 00	6 50
Scissors.....each...	18	13	17	20	13
Spoons.....do....	5	4	4	4	5
Thread, black, white and blue...per pound.	75	60	92	1 05	60
Tape, black and white.....per dozen.	20	25	25	30	25
Thimbles.....each....	3	3	2	1	2

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, July 23, 1851.

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I.

Abstract of proposals received for the supply of "fresh beef and vegetables" at the several navy yards during the fiscal year ending June 30, 1852, under advertisements of the respective navy agents, by direction of the Bureau of Provisions and Clothing.

Names.	Where to be delivered.	Beef per pound.	Vegetables per pound.
Joseph B. Currier	Portsmouth, N. H.	$0 12½	$0 2
Nahum Chapin	Charlestown, Mass.	8½	2⅛
Benjamin Kimball	Charlestown, Mass.	8½	2¼
Benjamin W. Valentine	Brooklyn, N. Y.	4.46	1.48
George Haws	Brooklyn, N. Y.	5.74	1.87
David Woelpper	Philadelphia, Pa.	8.50	3.75
L. Shuster	Philadelphia, Pa.	8.50	4
George W. Pappler	Baltimore, Md.	7½	2
Samuel J. Little	Washington, D. C.	5½	2⅛
Philip Otterback	Washington, D. C.	6½	2½
John Hardy	Gosport, Va.	4.99	1.24
William Ward	Gosport, Va.	6	1¼
José Sierra	Pensacola, Fla.	5	2⅜
William T. Bell	Pensacola, Fla.	5½	4
Henry A. Nunes	Pensacola, Fla.	7	4
William McVoy	Pensacola, Fla.	7	3
M. D. Hernandez*	Pensacola, Fla.	5	2⅜

* Guarantee not in order, fifteen days being demanded.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, August 30, 1851.

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K.

Abstract of proposals received for the supply of "navy beef" and "navy pork" for 1852, *under an advertisement of the Bureau of Provisions and Clothing, dated August* 15, 1851.

Names.	Residences.	NAVY BEEF.			NAVY PORK.		
		At Boston—1,800 barrels.	At New York—1,800 barrels.	At Norfolk—1,800 barrels.	At Boston—1,200 barrels.	At New York—1,200 barrels.	At Norfolk—1,200 barrels.
		Per bbl.	Per bbl.	Per bbl.	Per bbl.	Per bbl.	Per bbl.
C. W. Barbour	Terre Haute, Ia	.....	.....	.....	$15 50	$14 95	.....
Benoni P. Pratt	Troy, N. Y	$10 94	$10 94	.....	14 89	14 89	.....
John R. Child & Co	Cincinnati, O	12 00	12 00	.....	14 90	14 90	.....
George Schnabel	Williamsport, Pa	14 55	14 10	$14 75	16 60	16 30	$16 75
Perry & Jacob	Boston, Mass.	11 87	11 87	11 87	14 97	14 97	14 97
John B. Griffin	Troy, N. Y	12 45	.....	12 70	15 90	.....	15 95
James C. Adams	Baltimore, Md	.....	11 97	11 97	.....	16 97	16 97
James M. Shaw	Boston, Mass.	11 35	11 40	11 45	14 43	14 40	14 68
John A. Higgins	Norfolk, Va	.....	.....	.....	.....	.....	15 42
John D. Early	Baltimore, Md	13 50	13 25	13 25	18 50	18 25	18 25
James M. Shaw (30 barrels beef and 30 barrels pork cured with Onondaga solar salt)	Boston, Mass.	.....	12 40	.....	.....	16 70	.....

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, October 10, 1851.

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L.

Abstract of proposals received for the transportation of stores from the navy-yard at Brooklyn, New York, to Macao, in China, under an advertisement of the navy agent at New York, (by direction of the Bureau of Provisions and Clothing,) dated July 26, 1851.

Names.	Vessel.	Price per barrel.
A. A. Frazar	Ship "Amity"	$2 00
William H. Bush	A first-class vessel.	1 95

Abstract of proposals received for the transportation of stores from the navy-yard at Charlestown, Massachusetts, to the navy-yard at Pensacola, Florida, under an advertisement of the navy agent at Boston, (by direction of the Bureau of Provisions and Clothing,) dated July 26, 1851.

Name.	Vessel.	Price per barrel.
Vernon Brown	A No. 1 vessel	$1 50

Abstract of proposals received for the transportation of stores from the navy-yard at Charlestown, Massachusetts, to Spezzia, in Italy, under an advertisement of the navy agent at Boston, (by direction of the Bureau of Provisions and Clothing,) dated September 16, 1851.

Names.	Vessel.	Price per barrel.
Daniel Draper	A good vessel	$0 94
Edmund Leckie	A No. 1 vessel	1 00
George M. Weld	A vessel	57
Winslow Brothers	A vessel	74
Vernon Brown	A No. 1 vessel	94

Abstract of proposals received for the transportation of stores from the navy-yard at Charlestown, Massachusetts, to Porto Praya, Cape de Verde, under an advertisement of the navy agent at Boston, (by direction of the Bureau of Provisions and Clothing,) dated October 27, 1851.

Names.	Vessel.	Price per barrel.
Wm. H. Thompson	A vessel	$1 05
James J. Ward	A first-class vessel.	1 25
Vernon Brown	A No. 1 vessel	1 00

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, November 10, 1851.

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M.

Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, for "supplies for the navy," to be delivered during the fiscal year ending June 30, 1852; prepared in obedience to the acts of Congress approved April 21, 1808, and March 3, 1809.

Names of contractors.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Reese & Van Rensselaer	May 19, 1851	Beans	$1 50 per bushel	New York.
Aaron Jeffers	May 20, 1851	Flour	5 65 per barrel	do
N. Hicks Graham	May 21, 1851	Pickles	3 1-5 per pound	Boston, New York and Norfolk.
		Coffee	8.98 do	New York.
George R. A. Ricketts	May 21, 1851	Tea	40.98 do	Norfolk.
		Sugar	6.39 do	New York.
		Molasses	26.13 per gallon	Norfolk.
Thomas Brown	May 21, 1851	Biscuit, in flour barrels	3 31 per 100 lbs	do
Storer & Stephenson	May 21, 1851	Raisins	11 per pound	do
		Molasses	25 per gallon	New York.
Joseph L. Sanford & Co	May 21, 1851	Biscuit, in flour barrels	3 49 per 100 lbs	do
William Lang	May 22, 1851	Tea	34 per pound	Boston.
		Do	38 do	New York.
		Raisins	9 do	Boston.
		Do	10½ do	New York.
		Salt-water soap	5.48 do	Boston, New York and Norfolk.
		Molasses	26 per gallon	Boston.
John A. Higgins	May 23, 1851	Beans	1 43 per bushel	Norfolk.
		Rice	3¾ per pound	Boston and New York.
		Do	3.43 do	Norfolk.
		Dried apples	5½ do	New York.
		Do	4¾ do	Norfolk.
		Flour	5 30 per barrel	do
		Whiskey	7 per gallon	Boston.
		Do	25.87 do	New York.
		Do	25.43 do	Norfolk.
John Wetherill, jr	May 24, 1851	Vinegar	7.95 do	Boston and Norfolk.
N. Hicks Graham	May 26, 1851	Sugar	6.45 per pound	do do

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M—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
George W. Shaw	May 27, 1851	Dried apples	$0 05.45 per pound	Boston.
		Butter	15.38 do	Boston, New York and Norfolk.
		Beans	1 69 per bushel	Boston.
		Flour	5 79 per barrel	do
		Biscuit, in flour barrels	3 11¾ per 100 lbs	do
		Do. in tight casks	3 66¾ do	do
		Do do	3 94 do	New York and Norfolk.
Patterson & Fredericks	May 31, 1851	Vinegar	7.94 per gallon	New York.
Sumner Flagg	May 24, 1851	Mattresses and covers	4 20 each	Boston, New York and Norfolk.
William Mathews	May 30, 1851	Black silk handkerchiefs	77.4 do	do do
		Blue flannel	27.6 per yard	do do
		Barnsley sheeting	53 do	do do
		Canvass duck	22 do	do do
		Dungaree	8.3 do	do do
		Blankets	1 46 each	do do
William Wister	June 2, 1851	Woolen stockings	39¼ per pair	do do
		Woolen socks	24¾ do	do do
Whiting, Kehoe, & Galloupe	June 3, 1851	Blue cloth pea-jackets	6 00 each	do do
		Blue cloth monkey-jackets	5 75 do	do do
		Blue cloth round jackets	4 25 do	do do
		Blue cloth trowsers	3 25 do	do do
		Blue flannel overshirts	1 20 do	do do
		Blue flannel undershirts	80 do	do do
		Blue flannel drawers	85 do	do do
		Barnsley sheeting frocks	1 10 do	do do
		Canvass-duck trowsers	75 do	do do
Horton, Hall, & Co	June 3, 1851	Calf-skin shoes	1 10 per pair	do do
		Kip-skin shoes	1 10 do	do do
		Calf-skin pumps	98 do	do do
		Small-stores, viz.		
John A. Higgins	June 4, 1851	Boxes, shaving	5 each	do do

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		Brushes, shaving	5	do	do	do
		Brushes, scrubbing	20	do	do	do
		Brushes, shoe	15	do	do	do
		Brushes, clothes	2	do	do	do
		Buttons, navy, vest	1 00	per gross	do	do
		Buttons, navy, coat	5 00	do	do	do
		Buttons, deadeye	20	do	do	do
		Blacking, boxes of	45	per dozen	do	do
		Beeswax, in ¼-pound cakes	22	per pound	do	do
		Combs, coarse	90	per dozen	do	do
		Combs, fine	90	do	do	do
		Cotton, spools of	50	do	do	do
		Grass for hats	2 00	per 100 hands	do	do
		Handkerchiefs, cotton	6	each	do	do
		Handkerchiefs, silk, fancy colored	56	do	do	do
		Jack-knives	20	do	do	do
		Looking-glasses	18	do	do	do
		Mustard seed	25	per pound	do	do
		Needles, assorted	1 00	per thousand	do	do
		Pepper, black	20	per pound	do	do
		Pepper, red	15	do	do	do
		Razors	20	each	do	do
		Razor-strops	20	do	do	do
		Ribbon, hat	80	per piece	do	do
		Soap, shaving, in cakes	3	do	do	do
		Silk, sewing	6 50	per pound	do	do
		Scissors	13	each	do	do
		Spoons	5	do	do	do
		Thread, black, white, and blue	60	per pound	do	do
		Tape, black and white	25	per dozen	do	do
		Thimbles	2	each	do	do
Joseph B. Currier	June 17, 1851	Fresh beef	12½	per pound	Portsmouth, N. H.	
		Vegetables	2	do	do	
Nahum Chapin	June, 1851	Fresh beef	8½	do	Boston, Mass.	
		Vegetables	2½	do	do	
Benj. W. Valentine	June 2, 1851	Fresh beef	4.46	do	New York.	
		Vegetables	1.48	do	do	
David Woelpper	June 2, 1851	Fresh beef	8½	do	Philadelphia, Penn.	
		Vegetables	3¾	do	do	
George W. Pappler	June 23, 1851	Fresh beef	7½	do	Baltimore, Md.	

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M—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
George W. Pappler	June 23, 1851	Vegetables	$0 02 per pound	Baltimore, Md.
Samuel J. Little	June 17, 1851	Fresh beef	5½ do	Washington, D. C.
		Vegetables	2½ do	do
John Hardy	June 3, 1851	Fresh beef	4 99 do	Gosport, Va.
		Vegetables	1 24 do	do
José Sierra	June 28, 1851	Fresh beef	5 do	Pensacola, Fla.
		Vegetables	2½ do	do
Benoni P. Pratt	Sep. 26, 1851	1,800 barrels navy beef	10 94 per barrel	Charlestown, Mass.
		1,800 ....do	10 94 do	Brooklyn, N. Y.
James M. Shaw	Oct. 2, 1851	1,800 ....do	11 45 do	Gosport, Va.
		30 ....do ....cured with Onondaga solar salt	12 40 do	Brooklyn, N. Y.
James M. Shaw	Oct. 3, 1851	1,200 barrels navy pork	14 43 do	Charlestown, Mass.
		1,200 ....do	14 40 do	Brooklyn, N. Y.
		1,200 ....do	14 68 do	Gosport, Va.
James M. Shaw	Oct. 2, 1851	30 ....do ....cured with Onondaga solar salt	16 70 do	Brooklyn, N. Y.
Gilbert Davis*	Ap'l 28, 1851	99,000 pounds navy butter	25 per pound	Boston, New York, and Norfolk.
Edward Griffing*	Ap'l 30, 1851	30,000 ....do	25 do	do do
Eli L. Corbin*	May 6, 1851	45,000 ....do	22 do	do do
Horace Corbin*	May 6, 1851	15,000 ....do	22 do	do do
		Unexpired contract.		
Robert A. Mayo†	Mar. 1, 1849	Tobacco	18 do	do do

CHARTER PARTIES.

Barque A. F. Jenness	Oct. 30, 1850	Freight of stores	59 per barrel	Spezzia, Italy.
Barque Clara C. Bell	Nov. 29, 1850	....do	69 do	Port Praya, Cape de Verde.

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Barque J. W. Andrews	Aug. 9, 1851	.....do.....	1 50	do.....	Pensacola, Fla.
Ship Amity	Aug. 21, 1851	.....do.....	1 95	do.....	Macao, China.
Barque Kepler	Oct. 3, 1851	.....do.....	94	do.....	Spezzia, Italy.
Barque Edgar	Nov. 6, 1851	.....do.....	1 00	do	Port Praya, Cape de Verde.

* These contracts continue for three years, one-third the quantity to be delivered annually.
† This contract continues for four years from date.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing, November 10, 1851.

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No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, October 15, 1851.

SIR: The general return of the marine corps, which accompanies this, will show to the department its strength and distribution on the 31st August last. It exhibits a small excess of non-commissioned officers, drummers, and fifers, over its legal strength, and less privates than the law allows, the whole force being rather less than is provided for by law.

Paper No. 1 shows the force on board the ships of war, in commission, and on board the receiving ships—say 41 sergeants, 63 corporals, 19 drummers, 20 fifers and 620 privates. This leaves for the seven shore stations and for headquarters, as exhibited by same paper, 42 sergeants, 30 corporals, 18 drummers, 12 fifers and 270 privates, and leaving for each station not more than 25 privates, besides non-commissioned officers and music. The number at each station is so small, and the duty so constant, as not to allow the regular drill, so necessary to soldiers employed on foreign service in ships of war.

One of the main objects in placing a guard of marines on board a ship of war is, that it may impart to the crew that regularity of discipline which it ought to have received on shore before it was detached. If a sufficient number of men is not allowed at the shore stations, as well as the time necessary for their drill and discipline, they cannot be prepared for such a service.

In my reports, heretofore, I have never failed to call the attention of the department to the insufficiency of the guards now on board the ships-of-war. In this I have been sustained by the ablest and most experienced naval officers, who unite in recommending the substitution of marines in place of landsmen and even of ordinary seamen. These views were sustained by Congress in the act of 3d March, 1849, but not so explicitly and distinctly as to enforce their adoption, although clearly intending that such should be the case. Better and more efficient men enlist as soldiers than such as ship for landsmen.

I have also, heretofore, alluded to the large increase of marines in the British service since the war of 1812. During that war the marines in our ships did good and efficient service, and in some of the naval fights were greatly instrumental in the capture of the enemy. This may have led to their increase in the British service. In their line-of-battle ships they have near three times as many as we have in ours. If they are useful and efficient in that service, they must be so in ours. If they did such good service in our encounters with this great naval power as to induce their material enlargement, is it not a strange policy that this should cause their diminution in our service?

An increase of the corps is therefore recommended for the following purposes:

1st. That it may be placed in a condition to acquire and maintain a regular system of drill and discipline before it is detached on foreign service, and which cannot be obtained unless a sufficient force is kept up on shore.

2d. That it may be enabled to furnish for the ships of war more ample guards of well-drilled soldiers.

3d. That it may afford a safe and economical protection to the immense

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public interests in the navy yards, now insecurely guarded by irresponsible watchmen, subject to no military penalty or law.

To effect these objects I would recommend an addition of 40 sergeants, 40 corporals, 30 drummers, 30 fifers, and 1,000 privates, to its present strength. Very little or no additional expense would accrue from this increase, while the efficiency of the service would be materially promoted. Should this increase be made, at least 500 landsmen would be dispensed with, and all the watchmen, so costly and irresponsible, would be discharged. No increase of commissioned officers is asked for, and no increase in the rank of those now in the corps.

I would merely suggest that the four captains, four first and four second lieutenants, now provisionally in the service by the action of Congress, be embodied with the corps.

I respectfully ask that provision may be made for the purchase of ground on which to erect barracks outside the navy yards. The old and decayed barracks at the yards in Boston, Philadelphia, and Norfolk, stand on ground which is wanted for naval purposes.

There are no barracks at all at New York and Pensacola. I hope, therefore, that the estimates of the Quartermaster, for this purpose, may be sanctioned by the department. From the enclosed letter of Major Harris, it will be seen what the repairs of the barracks will cost, at Philadelphia, to put them in a comfortable condition.

In closing this report, I would once more urge the propriety of filling the vacancies in the corps from graduates of the Military Academy at West Point. This act of justice will, I trust, not be withheld from the marine corps. In conversation with General Scott, yesterday, he recommended that I should urge this measure, which I now do, as essential to the best interests of the corps, and without which it cannot be placed on an equality with the other corps of the service.

I remain, most respectfully, yours,

ARCH. HENDERSON,
Bt. Brig. General, Commandant.

Hon. WM. A. GRAHAM,
Secretary of the Navy.

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No. 1.

	Sergeants.	Corporals.	Drummers.	Fifers.	Privates.
Number of marines at sea and afloat on 31st August, 1851, including receiving-ships	41	63	19	20	620
Number of marines at the shore stations on 31st August, 1851.	42	30	18	12	270
	83	93	37	32	890
Number allowed by law	80	80	30	30	1,000
Difference.....	3	13	7	2	110

HEADQUARTERS OF THE MARINE CORPS,
Adjutant and Inspector's Office, Washington, Oct. 14, 1851.

P. G. HOWLE,
Adjutant and Inspector.

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MARINE BARRACKS,
Philadelphia, September 29, 1831.

SIR: I beg leave to call your attention to the barracks of this post. In the first place, the ground they occupy is situated for a different purpose, and the building requires extensive repairs. I would therefore recommend that the question be decided now, whether the barracks are to be removed or not. If they are, that the site be selected, and an estimate sent in for the purchase of the ground and building of barracks. If, on the contrary, we are to continue to occupy these barracks, I would ask for an appropriation of six thousand dollars for their repairs.

Very respectfully, your obedient servant,

JOHN HARRIS,
Major Commanding.

Brigadier General A. HENDERSON,
Commandant Marine Corps, Washington City.

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General return of the officers, non-commissioned officers, musicians and

Stations, &c.	Brigadier general commandant.	Commissioned staff.	Lieutenant-colonel.	Majors.	Captains.	1st lieutenants.	2d lieutenants.	Non-commissioned staff.	Orderly sergeants.	Sergeants.
Headquarters	1	2	....	....	....	2	....	....	....	....
Marine barracks, Washington City	....	....	....	1	2	2	4	4	1	8
Guard at the navy-yard, D. C.	....	....	....	....	1	1	....	....	1	....
Brooklyn, N. Y.	....	....	....	1	....	2	1	....	1	7
Charlestown, Mass.	....	....	....	....	2	1	....	....	1	8
Gosport, Va.	....	....	....	1	1	1	....	....	1	2
Philadelphia, Pa	....	....	....	1	....	3	2	....	1	5
Portsmouth, N. H.	....	....	....	....	2	....	....	....	1	2
Pensacola, W. Fla	....	....	....	....	1	....	....	....	1	1
Assistant Quartermaster's office, N. Y.	....	1	....	....	....	....	....	....	....	1
Norfolk, Va., clothing store	....	....	....	....	1	....	....	....	....	....
Receiving ship Pennsylvania	....	....	....	....	1	....	....	....	1	1
Do.....North Carolina	....	....	....	....	1	....	....	....	1	1
Do.....Ohio (74)	....	....	....	....	....	1	....	....	1	....
Do.....Union	....	....	....	....	....	....	....	....	1	....
Steamer Susquehanna	....	....	....	....	....	1	....	....	1	2
Do..Mississippi	....	....	....	....	....	....	1	....	1	1
Do..Michigan	....	....	....	....	....	1	....	....	1	....
Do..Saranac	....	....	....	....	....	....	1	....	1	1
Razee Independence	....	....	....	....	1	....	1	....	1	2
Frigate Congress	....	....	....	....	....	1	1	....	1	2
Do..Savannah	....	....	....	....	1	1	1	....	1	2
Do..Raritan	....	....	....	....	....	....	2	....	1	2
Do..St. Lawrence	....	....	....	....	....	....	....	....	....	....
Sloop Saratoga	....	....	....	....	....	1	....	....	1	....
Do..John Adams	....	....	....	....	....	....	....	....	1	....
Do..Vincennes	....	....	....	....	....	....	1	....	1	....
Do..Warren	....	....	....	....	....	....	....	....	....	....
Do..Falmouth	....	....	....	....	....	1	....	....	1	....
Do..Vandalia	....	....	....	....	....	....	1	....	1	....
Do. Plymouth	....	....	....	....	....	....	....	....	1	....
Do..Albany	....	....	....	....	....	1	....	....	1	....
Do..Germantown	....	....	....	....	....	1	....	....	1	....

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privates of the United States marine corps, for the month of August, 1851.

Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
....	....	....	....	....	5	Washington City marine barracks: Brigadier General Henderson, the adjutant and inspector, quartermaster, assisting paymaster, and aid-de-camp.
7	24	8	4	65	130	23 privates returned here are boys learning music; Captain Hardy, Lieutenants Green and Nicholson, on leave; Lieutenant Adams, sick.
3	....	1	1	15	23	
8	....	2	2	46	70	Lieutenant Caldwell joined from frigate St. Lawrence, 18th inst., absent with leave for 7 days from 29th inst.
2	...	1	1	36	52	
4	....	1	....	18	29	
2	....	2	1	46	63	Major Harris and Lieutenant Grayson absent with leave; Lieutenant Jones joined 9th inst., from steamer Saranac.
2	....	1	1	20	29	
2	....	1	1	24	31	
....	....	....	....	....	2	
....	....	....	....	....	1	
2	....	....	....	16	21	
2	....	1	1	33	40	
2	....	....	....	26	30	
2	....	....	....	12	15	
3	....	1	1	37	46	June 30, 1851.
2	....	1	1	18	25	March 31, 1851.
2	....	....	....	7	11	August 31, 1851.
2	....	1	1	31	38	July 31, 1851, when this guard was one 2d lieutenant, 2 sergeants, 2 corporals, 2 musicians, and 27 privates; since which the 2d lieutenant, 1 corporal, 1 drummer, and 3 privates transferred, and one 2d lieutenant, 1 corporal, 1 drummer, and 7 privates joined from Philadelphia.
3	....	1	1	40	50	April 30, 1851.
4	....	1	1	38	49	July 31, 1851.
3	....	1	2	49	61	March 31, 1851, when this guard was 1 captain, 2 lieutenants, 3 sergeants, 4 corporals, 3 musicians, 49 privates; since which 1 corporal and 1 private transferred, and 1 private joined.
4	....	1	1	38	49	December 31, 1850.
....	....	....	....	....	.....	This guard joined at New York, 18th inst.
2	....	1	1	19	25	October 31, 1850.
2	....	1	1	20	25	March 31, 1851.
2	....	....	....	16	20	May 31, 1851.
....	....	....	....	1	1	July 5, 1850. See remarks on guard-roll for October last; since which one of the privates deserted.
2	....	1	1	12	18	July 31, 1851.
2	....	1	1	18	24	April 30, 1850. See remarks on guard-roll for April last.
2	....	1	1	21	26	July 31, 1851, when this guard was 1 sergeant, 2 corporals, 2 musicians, and 20 privates; since which 2 privates joined, and 1 private transferred to Gosport, Va.
2	....	1	1	20	26	August 31, 1851.
2	....	1	1	20	26	June 30, 1851.

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STATEMENT—

Stations, &c.	Brigadier general commandant.	Commissioned staff.	Lieutenant-colonel.	Majors.	Captains.	1st lieutenants.	2d lieutenants.	Non-commissioned staff.	Orderly sergeants.	Sergeants.
Sloop St. Mary's	....	....	....	....	....	....	1	....	1	....
Do. Jamestown	....	....	....	....	....	....	1	....	1	....
Do. Decatur	....	....	....	....	....	....	....	....	1	....
Do. Preble	....	....	....	....	....	....	....	....	1	....
Do. Marion	....	....	....	....	....	....	1	....	1	....
Do. Dale	....	....	....	....	....	....	....	....	1	1
Brig Bainbridge	....	....	....	....	....	....	....	....	....	....
Brig Perry	....	....	....	....	....	....	....	....	....	....
Brig Porpoise	....	....	....	....	....	....	....	....	....	....
Superintending recruiting service	....	....	1	....	....	....	....	....	....	....
On leave of absence	....	....	....	....	....	1	1	....	....	....
Waiting orders	....	....	....	....	1	....	....	....	....	....
On special service	....	....	....	....	....	....	....	....	....	....
Under suspension	....	....	....	....	....	....	1	....	....	....
Total	1	3	1	4	15	22	21	4	34	49

NOTE.—Major Geo. W. Walker, paymaster marine corps, died August 29, 1851, at his residence, near Rock Creek church, Washington county, D. C.

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Continued.

Corporals.	Musicians.	Drummers.	Fifers.	Privates.	Aggregate.	Remarks.
2	....	1	1	22	28	November 30, 1850, when this guard was one 2d lieutenant, 1 sergeant, 2 corporals, 1 drummer, 1 fifer, and 20 privates; since which 2 privates joined from frigate Congress.
2	....	1	1	20	26	June 30, 1851.
2	....	1	....	18	22	August 31, 1851.
2	....	....	....	14	17	August 31, 1851.
3	....	....	1	17	23	January 31, 1851.
2	....	1	1	21	27	April 30, 1851.
1	....	....	....	6	7	March 31, 1851, when this guard was 1 corporal and 5 privates; since which 1 private joined from frigate Congress.
1	....	....	....	5	6	January 31, 1851, when this guard was 1 corporal and 3 privates; since which 2 privates joined from sloop Portsmouth.
1	....	....	....	5	6	March 31, 1851.
....	....	....	....	....	1	See remarks on guard-roll for November, 1848.
....	....	....	....	....	2	Lieutenant Rich for 2 months from 3d ult.; Lieutenant Butterfield, sick.
....	....	....	....	....	1	Captain Williams at Philadelphia.
....	....	1	1	....	2	At the naval school at Annapolis, Md., since October 1, 1850.
....	....	....	....	....	1	Lieutenant J. Hartley Strickland, for 12 months from 26th April last.
93	24	37	32	890	1,230	

HEADQUARTERS OF THE MARINE CORPS,
Adjutant and Inspector's Office, Washington, September 19, 1851.

P. G. HOWLE, *Adjutant and Inspector.*

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HEADQUARTERS OF THE MARINE CORPS,
Washington, October 9, 1851.

SIR: I enclose to the department estimates from the paymaster's office, for the year ending 30th June, 1853.

I remain, most respectfully, yours,
ARCH. HENDERSON,
Brevet Brigadier General, Commandant.

Hon. WM. A. GRAHAM,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, October 9, 1851.

SIR: Herewith you will receive an estimate for pay and subsistence of the United States marine corps, for the year ending 30th June, 1853.

Very respectfully, your obedient servant,
WM. W. RUSSELL,
Paymaster United States Marine Corps.

Gen. A. HENDERSON,
Commandant Marine Corps, Headquarters.

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***Detail estimate** for pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates of the United States marine corps, and pay for undrawn clothing and rations, from July 1, 1852, to June 30, 1853, inclusive.*

Rank and grade.	Number.	PAY.				SUBSISTENCE.			Aggregate.
		Pay per month.	No. of servants at $7 per month.	No. of servants at $8 per month.	Total.	No. of rations per day, at 20 cts. per ration.	No. of extra or double rations per day, at 20 cts. per ration.	Total.	
Brigadier general commandant	1	$75 00	2	.....	$1,068 00	6	6	$876 00	$1,944 00
Lieutenant colonel	1	60 00	2	.....	888 00	5	5	730 00	1,618 00
Majors	4	50 00	2	.....	3,072 00	4	4	2,336 00	5,408 00
Adjutant and inspector, paymaster, and quartermaster	3	60 00	.....	2	2,736 00	4	.....	876 00	3,612 00
Assistant quartermaster	1	50 00	.....	1	696 00	4	.....	292 00	988 00
Captains commanding posts and at sea	8	50 00	1	.....	5,472 00	4	4	4,672 00	10,144 00
Captains	7	40 00	1	.....	3,948 00	4	.....	2,044 00	5,992 00
First lieutenants commanding guards at sea	8	40 00	1	.....	4,512 00	4	4	4,672 00	9,184 00
First lieutenants	13	30 00	1	.....	5,772 00	4	.....	3,796 00	9,568 00
Second lieutenants	21	25 00	1	.....	8,064 00	4	.....	6,132 00	14,196 00
Sergeant major and quartermaster sergeant	2	17 00	.....	.....	408 00	.....	.....	.....	408 00
Drum and fife majors	2	16 00	.....	.....	384 00	.....	.....	.....	384 00
Orderly sergeants and sergeants of guards at sea	34	16 00	.....	.....	6,528 00	.....	.....	.....	6,528 00
Sergeants	46	13 00	.....	.....	7,176 00	.....	.....	.....	7,176 00
Corporals	80	9 00	.....	.....	8,640 00	.....	.....	.....	8,640 00
Drummers and fifers	60	8 00	.....	.....	5,760 00	.....	.....	.....	5,760 00
Privates	1,000	7 00	.....	.....	84,000 00	.....	.....	.....	84,000 00
Clerks to brigadier general, adjutant and inspector, paymaster, quartermaster, and assistant quartermaster	9	.....	.....	.....	6,270 60	.....	.....	.....	*6,270 60
Hospital steward	1	30 00	.....	.....	360 00	1	.....	73 00	433 00
Additional rations to officers for five years' service	.....	.....	.....	.....	.....	203	.....	14,819 00	14,819 00
Bounty for re-enlistment (non-commissioned officers)	25	.....	.....	.....	819 00	.....	.....	.....	819 00

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Detail estimate for pay and subsistence of officers, &c.—Continued.

Rank and grade.	Number.	PAY.				SUBSISTENCE.			Aggregate.
		Pay per month.	No. of servants at $7 per month.	No. of servants at $8 per month.	Total.	No. of rations per day, at 20 cts. per ration.	No. of extra or double rations per day, at 20 cts. per ration.	Total.	
Bounty for re-enlistment (musicians and privates)	125	.....	.....	.....	$1,750 00	.....	.....	.....	$1,750 00
Two months' pay for unexpired time of former enlistment	125	.....	.....	.....	1,750 00	.....	.....	.....	1,750 00
Two months' rations for unexpired time of former enlistment	125	.....	.....	.....	.....	†1	.....	$1,425 00	1,425 00
Two months' clothing for unexpired time of former enlistment	125	.....	.....	.....	.....	.....	.....	625 00	625 00
Officers' servants, at $8 50 per month for rations and clothing	76	.....	.....	.....	.....	.....	.....	7,752 00	7,752 00
Undrawn clothing and rations	.....	.....	.....	.....	.....	.....	.....	6,000 00	6,000 00
Clerk in clothing store at Norfolk	1	$23 44	.....	.....	281 28	.....	.....	.....	281 28
Messenger at headquarters	1	29 88	.....	.....	358 56	.....	.....	.....	358 56
Messenger to assistant quartermaster	1	‡1 00	.....	.....	365 00	.....	.....	.....	365 00
Nurse at hospital headquarters	1	26 55	.....	.....	318 60	.....	.....	.....	318 60
					101,397 04			57,120 00	218,517 04
*Increase of compensation to clerks not sanctioned by the Secretary of the Navy	.....	.....	.....	.....	.....	.....	.....	.....	533 60
									217,983 44

† At 19 cents. ‡ Per day.

HEADQUARTERS MARINE CORPS, *Paymaster's Office, October* 8, 1851.

Respectfully submitted:

WM. W. RUSSELL,
Paymaster United States Marine Corps.

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HEADQUARTERS MARINE CORPS,
Washington, October 10, 1851.

SIR: I enclose estimates from the quartermaster's office, for the year ending the 30th June, 1853.

I remain, most respectfully, yours,
ARCH. HENDERSON,
Brevet Brigadier General, Commandant.

Hon. WM. A. GRAHAM,
Secretary of the Navy.

HEADQUARTERS OF THE MARINE CORPS,
Quartermaster's Office, Washington, October 10, 1851.

SIR: I transmit herewith triplicate estimates for the support of my department for the fiscal year commencing 1st July, 1852, and ending 30th June, 1853.

The only difference between the estimates now presented and those of last year, is in the item of contingencies, which is increased, arising from the introduction of a small additional yearly compensation to the clerks of my own office, and which ought, in justice, to be extended to others relatively employed. It will be observed that in the aggregate these estimates are less than those proposed for the expenditures of the present fiscal year.

I am, sir, very respectfully, your obedient servant,
AUG. A. NICHOLSON,
Quartermaster Marine Corps.

General A. HENDERSON,
Commandant Marine Corps, Washington, D. C.

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Estimate of the expenses of Quartermaster's department of the United States marine corps, for one year from the 1st July, 1852, to the 30th June, 1853.

There will be required for the Quartermaster's department of the marine corps, for one year, commencing on the 1st July, 1852, in addition to the balance then remaining on hand, the sum of one hundred and twenty-three thousand dollars and seventy-five cents, as follows, viz:

1. For provisions	$19,984 75
2. For clothing	49,416 00
3. For fuel	3,000 00
4. For military stores, viz.: Pay of armories, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes and other instruments	8,000 00
5. For transportation of officers and troops, and for expenses of recruiting	9,000 00
6. Repair of barracks, and rent of temporary barracks and offices where there are no public buildings for that purpose	6,000 00
7. Contingencies, viz.: Freight, ferriage, toll, cartage, wharfage, compensation to judge advocate, per diem for attending courts-martial, courts of inquiry, and for constant labor, pay of clerks in the Quartermaster's office, viz: 1st clerk, $1,000*; 2d clerk, $900*; 3d clerk, $700*; house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, apprehension of deserters, oil, candles, forage, straw, furniture, bed-sacks, spades, axes, picks, shovels, carpenters' tools, keep of a horse for the messenger, pay of matron, washerwoman and porter, at the hospital headquarters	27,600 00
Amount required	123,000 75
* By Navy Department—	
Estimate for clerks not sanctioned	2,600 00
Leaving the estimate for contingent $25,000, and the total estimate for Quartermaster's department	120,400 75

Respectfully submitted:

AUG. A. NICHOLSON,
Quartermaster Marine Corps.

1. PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations at 15 cts. per day.	Rations at 20 cts. per day.	Amount.
Non-commissioned officers, musicians, privates and washerwomen	512	33	....	545	1	.....	$29,838 75
Matron and washerwoman	.....	1	1	2	.....	1	146 00
							29,984 75
Deduct supposed surplus on hand at the end of the year	.....	.....	.....	.....	.....	.....	10,000 00
Amount required	.....	.....	.....	.....	.....	.....	19,984 75

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2. CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians and privates, at $36 per annum	1,156	$41,416
1,000 watch-coats, at $8 each		8,000
		49,416

NOTE.—The allowance of watch-coats has become a permanent individual allowance in the army, instead of a gratuitous one, as sanctioned by the Hon. Wm. Ballard Preston, late Secretary of the Navy, for the marine corps.

3. FUEL.

For whom required.	Number.	Quantity.	Total.
		Cords & ft.	*Cords & ft.*
Commandant	1	36 4	36 4
Lieutenant colonel	1	26	26
Majors	4	26	104
Staff majors	3	26	78
Staff captain	1	21 2	21 2
Aid-de-camp	1	16 4	16 4
Captains	12	21 2	225
Lieutenants, 1st and 2d	23	16 4	379 4
Non-commissioned officers, musicians, privates, washerwomen and servants	546	1 4	819
Matron to hospital headquarters	1	1 4	1 4
Hospital headquarters	1	33	33
Hospitals	5	16 4	82 4
Armory at headquarters	1	30	30
Mess-rooms of officers	7	3 4	24 4
Offices of commander and staff and commanding officers of posts	15	7	105
Officers of the days' room	7	3 4	24 4
Guard-rooms at barracks and navy-yards	9	21	189
Stores for clothing and other supplies	3	5	15
One-fourth additional on 500 cords, the quantity supposed to be required for stations north of latitude 39°			125
Total required			2,365 6
Which at $6 per cord is			$14,194 50
Deduct supposed surplus on hand			11,194 50
Amount required			3,000 00

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HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, October 10, 1851.

SIR: The marine barracks at the navy-yards of Portsmouth, New Hampshire, Boston, Massachusetts, Philadelphia, Pennsylvania, Norfolk, Virginia, and at Washington, District of Columbia, near the navy-yard, are in a state of dilapidation; which renders them unworthy of any expenditure for extensive repairs. At New York and Pensacola there are no permanent barracks. At New York, a building deemed suitable at the time, from its proximity to the navy-yard, was leased for barracks, and is still occupied as such. The barracks at Boston, Philadelphia, and Norfolk are unfit for occupancy, and being on ground now required for naval purposes proper, are about being torn down. I have therefore felt it a duty to recommend the following be appropriated for purchase of ground, and to commence the erection of officers' quarters and barracks, at the posts respectively enumerated, as follows, viz:

At Portsmouth, N. H., for commencing barracks	$25,000
At Boston, Mass., for purchase of ground	40,000
Do.....for commencing barracks	25,000
At New York, N. Y., for purchase of ground	50,000
Do.....for commencing barracks	25,000
At Philadelphia, Pa., for purchase of ground	60,000
Do.....for commencing barracks	25,000
At Washington, D. C., for commencing barracks	25,000
At Norfolk, Va., for purchase of ground	25,000
Do.....for commencing barracks	25,000
At Pensacola, Fla., for purchase of ground	20,000
Do.....for commencing barracks	30,000
	375,000

The buildings originally erected and still occupied as barracks are of unsuitable structure and of very bad materials. For forty years no new barracks have been erected, though much needed for the last twenty years.

All of which is respectfully submitted.

AUG. A. NICHOLSON,
Quartermaster Marine Corps.

Br. Brig. Gen. ARCH. HENDERSON,
Commandant U. S. Marine Corps, Headquarters.

Not sanctioned.

NAVY DEPARTMENT, *November* 12, 1851.

RECAPITULATION—MARINE CORPS.

For pay	$217,983 44
For provisions	19,984 75
For clothing	49,416 00
For fuel	3,000 00
For military stores	8,000 00
For transportation	9,000 00
For repairs of barracks	6,000 00
For contingent	25,000 00
	338,384 19

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No. 8.

Aggregate of navy estimates for the fiscal year 1852-'53.

Heads.	Office of the Secretary of the Navy.	Southwest Executive Building.	Bureau of Construction, Equipment, and Repair.	Bureau of Ordnance and Hydrography.	Bureau of Navy Yards and Docks.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
CIVIL.								
Salaries	$22,000 00	$2,250 00	$19,600 00	$9,400 00	$12,600 00	$7,300 00	$7,700 00	$80,850 00
Contingent	2,840 00	2,825 00	1,000 00	750 00	1,000 00	770 00	570 00	9,755 00
Total	24,840 00	5,075 00	20,600 00	10,150 00	13,600 00	8,070 00	8,270 00	90,605 00
NAVY PROPER.								
For pay of the navy	280,224 00	.....	2,102,610 00	140,348 00	248,266 00	.....	.....	2,771,448 00
For provisions	.....	.....	.....	.....	.....	686,200 00	.....	686,200 00
For surgeons' necessaries	.....	.....	.....	.....	.....	.....	37,600 00	37,600 00
For increase, repairs, &c	.....	.....	1,365,000 00	.....	.....	.....	.....	1,365,000 00
For ordnance and ordnance stores	.....	.....	.....	125,000 00	.....	.....	.....	125,000 00
For contingent enumerated	.....	.....	225,000 00	.....	302,840 00	.....	.....	527,840 00
For contingent not enumerated	5,000 00	.....	.....	.....	.....	.....	.....	5,000 00
Total	285,224 00	.....	3,692,610 00	265,348 00	551,106 00	686,200 00	37,600 00	5,518,088 00
MARINE CORPS.								
For pay	.....	.....	.....	.....	.....	.....	.....	217,983 44
For provisions	.....	.....	.....	.....	.....	.....	.....	19,984 75
For clothing	.....	.....	.....	.....	.....	.....	.....	29,416 00

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No 8—Continued.

Heads.	Office of the Secretary of the Navy.	Southwest Executive Building.	Bureau of Construction, Equipment, and Repair.	Bureau of Ordnance and Hydrography.	Bureau of Navy Yards and Docks.	Bureau of Provisions and Clothing.	Bureau of Medicine and Surgery.	Aggregates.
MARINE CORPS—Continued.								
For fuel								3,000 00
For military stores								8,000 00
For transportation								9,000 00
For repairs of barracks								6,000 00
For contingent								25,000 00
Total								338,384 19
NAVY—SPECIAL OBJECTS.								
Pay of superintendents					90,960 00			90,960 00
Nautical books, Hydrographical office, &c.				49,470 00				49,470 00
Improvements and repairs of navy-yards.								
At Portsmouth, N. H.					81,120 28			
At Boston					74,525 00			
At New York					240,550 00			
At Philadelphia					59,248 20			
At Washington					167,433 00			
At Norfolk					170,342 23			
At Pensacola					162,782 00			

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At Memphis					67,859 28			
At Sackett's Harbor					500 00			
								1,024,359 99
Hospitals.								
At Boston					500 00			
At New York					18,151 00			
At Philadelphia					10,024 00			
At Washington					400 00			
At Norfolk					12,168 90			
At Pensacola					24,487 00			
								65,730 90
Magazines.								
At Boston					200 00			
At New York					1,000 00			
At Washington					150 00			
								1,350 00
Floating dock at San Francisco					360,000 00			360,000 00
Naval Academy				49,700 00				49,700 00
Transportation of the mail	$1,023,250 00							1,023,250 00
Nautical Almanac	19,400 00							19,400 00
Total	1,042,650 00			99,170 00	1,542,400 89			2,684,220 89

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No. 8—Continued.

SUMMARY.

Civil		$90,605 00
Navy proper	$5,518,088 00	
Marine corps	338,384 19	
Navy—special objects	2,684,220 89	
		8,540,693 08

NOTE.—The sum of $998,350 is considered as consequent upon the acquisition of new territory—being for transportation of the mail from New York to Chagres and back, $290,000; from Panama to California and Oregon and back, $348,250; and for constructing a floating dock at San Francisco, California, $360,000; and the balance, $7,542,443 08, as the ordinary expenditure upon the basis of 1845, including "navy proper," "marine corps" and "special objects" under the control of the Navy Department.

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No. 9.

General estimate of the sums required for the support of the office of the Secretary of the Navy and the several bureaus of the Navy Department, for the fiscal year commencing July 1, 1852, *and ending June* 30, 1853.

Office and bureau.	Salaries.	Contingent.
Office of the Secretary of the Navy	$22,000 00	$2,840 00
Bureau of Construction, &c.	19,600 00	1,000 00
Bureau of Ordnance, &c.	9,400 00	750 00
Bureau of Navy-yards, &c.	12,600 00	1,000 00
Bureau of Provisions, &c.	7,300 00	770 00
Bureau of Medicine, &c.	7,700 00	570 00
	78,600 00	6,930 00
Appropriated for 1851 and 1852	$78,600 00	$6,930 00

RECAPITULATION.

Civil.	
Salaries	$78,600 00
Contingent	6,930 00
	85,530 00

No. 10.

General estimate of the sums required for the expenses of the Southeast Executive building for the fiscal year commencing July 1, 1852, *and ending June* 30, 1853.

For salaries	$2,250 00
Contingent	2,825 00
	5,075 00
Civil	$5,075 00
Appropriated for 1851 and 1852:	
Salaries	$1,750 00
Contingent	2,825 00

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No. 11.

General estimate of the sums required for the support of the navy for the fiscal year commencing on the 1st day of July, 1852, and ending on the 30th day of June, 1853.

Heads of appropriation.	Estimated for 1852–'53.	Estimated for 1851–'52.	Appropriated for 1851–'52.
For pay of commission, warrant, and petty officers and seamen, including the engineer corps.....	$2,771,448 00	$2,759,000 00	$2,771,448 00
For provisions for commission, warrant, and petty officers and seamen, including engineers, and also marines attached to vessels for sea-service.....	686,200 00	688,080 00	688,080 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the marine corps.....	37,600 00	37,600 00	37,600 00
For increase, repair, armament, and equipment of the navy, including wear and tear of vessels in commission, fuel for steamers, and purchases of hemp for the navy.....	1,365,000 00	1,365,000 00	1,365,000 00
For ordnance and ordnance stores, including incidental expenses.....	125,000 00	171,200 00	171,200 00
For contingent expenses which may accrue during the year for the following purposes, viz: freight and transportation; printing, stationery, and advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire-engines and machinery; repair of and attending to steam-engines in navy-yards; purchase and maintenance of horses and oxen and driving teams; carts, timber-wheels, and the purchase and repair of workmen's tools; postage of public letters, furniture for government houses, fuel, oil, and candles for navy-yards and shore stations; pay of watchmen and incidental labor not chargeable to any other appropriation; labor attending the delivery of stores on foreign stations; wharfage, dockage, and rent; travelling expenses of officers and others under orders; funeral expenses, store and office rent, stationery, fuel, commissions, and pay of clerks to navy agents and storekeepers; flags, awnings, and packing boxes; premiums and other expenses of recruiting; apprehending deserters; per diem pay to persons attending courts-martial and courts of inquiry and other services authorized by law; pay to judges advocate; pilotage and towage of vessels, and assistance to vessels in distress; bills of health and quarantine expenses of vessels of the United States navy in foreign ports.....	527,840 00	528,700 00	528,700 00
For contingent expenses not enumerated.....	5,000 00	.....	.....
Total.....	5,518,088 00	5,549,580 00	5,562,028 00

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No. 12.

General estimate of the sums required for the support of the Marine Corps for the fiscal year commencing July 1, 1852, and ending June 30, 1853.

Heads of appropriations.	Estimated for 1852–'53.	Estimated for 1851–'52.	Appropriated for 1851–'52.
For pay of officers, non-commissioned officers, musicians, privates, clerks, messengers, stewards, servants, &c., for rations and clothing for servants; subsistence and additional rations for five years' service of officers; for undrawn clothing and rations; bounty for re-enlistments and pay for unexpired terms of previous enlistments	$217,983 44	$221,440 00	$221,400 00
For provisions for marines serving on shore	19,984 75	15,000 00	15,000 00
For clothing	49,416 00	56,601 00	56,601 00
For fuel	3,000 00	10,000 00	10,000 00
For military stores, repairs of arms, pay of armorer; for accoutrements, ordnance stores, flags, drums, fifes and musical instruments	8,000 00	8,000 00	8,000 00
For transportation of officers and troops, and expenses of recruiting	9,000 00	9,000 00	9,000 00
For repairs of barracks and rent of temporary barracks and offices	6,000 00	6,000 00	6,000 00
For contingent expenses, viz: freight, ferriage, cartage, and wharfage; compensation to judges advocates; per diem for attending courts-martial and courts of inquiry; for constant labor; house rent in lieu of quarters; burial of deceased marines; printing, stationery, forage, postage, pursuit of deserters; candles, oil, straw, furniture, bed-sacks, spades, shovels, axes, picks and carpenters' tools; expense of a horse for messenger; pay of matron, washerwoman and porter for the hospital at headquarters	25,000 00	25,000 00	25,000 00
Total	338,384 19	351,041 00	351,001 00

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No. 13.

General estimate of the sums required for special objects under the Navy Department for the fiscal year commencing on the 1st day of July, 1852, and ending on the 30th day of June, 1853.

Heads of appropriation.	Estimated for 1852–'53.	Estimated for 1851–'52.	Appropriated for 1851–'52.
For pay of superintendents, naval constructors, and civil establishments of navy-yards and stations.	$90,960 00	$92,160 00	$90,960 00
For nautical books, maps, charts, and binding; instruments and repairs thereof, and all expenses of the Hydrographical Office	49,470 00	65,795 00	54,570 00
For improvement and repairs at navy-yards and stations	1,024,359 99	955,090 00	559,178 00
For repairs of hospital buildings and their dependencies	65,730 90	39,787 00	39,787 00
For repairs of magazine buildings and their dependencies	1,350 00	.....	.....
For improvement and repair of buildings and grounds and support of the Naval Academy at Annapolis, Maryland	49,700 00	164,148 00	79,200 00
For transportation of the mail	1,023,250 00	874,600 00	874,600 00
For preparing for publication the American Nautical Almanac	19,400 00	19,400 00	19,400 00
For constructing a floating dock at San Francisco, California	360,000 00	.....	150,000 00
Total	2,684,220 89	2,210,980 00	1,867,690 00

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BUREAU OF MEDICINE AND SURGERY.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 31, 1851

SIR: I have the honor to submit, herewith, estimates of the several s required for the support of this bureau and the medical department of naval service, during the fiscal year ending June 30, 1853.

Balance of appropriation, "surgeons' necessaries and appliances," remaining on hand, June 30, 1851	$15,5
Amount appropriated by act of Congress, approved March 3, 1851	37,6
Balance of "surgeons' necessaries and appliances" in treasury, October 1, 1851	43,1
Amount of naval hospital fund in treasury, October 1, 1851	188,9
Amount required for the support of the Bureau of Medicine and Surgery during the fiscal year ending June 30, 1853 (Estimate A.)	8,1
Amount required for "surgeons' necessaries and appliances" on board sea-going ships at navy-yards and naval stations for the marine corps and coast survey, during the same period, (Estimate B.)	37,(

Below is a statement collated from the sick reports received from t tals, and other stations within the United States, during the year e June 30, 1851.

	Remaining sick June 30, 1850.	Admitted during the year.	Discharged.	Died.	Deserted.	Total treated.	Remaining sick June 30, 1851.
Naval hospitals	121	849	786	35	24	970	125
Receiving-ships	23	771	757	6	.....	794	31
Navy-yards, &c.	24	1,231	1,217	8	1	1,255	2?
Aggregate	168	2,851	2,760	49	25	3,019	18.

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Doc. No. 2.

ie statistics deduced from the returns of squadrons show the following
t, as nearly as can be ascertained, for the year ending September 30,
:

Stations.	Remaining sick Sept. 30, 1849.	Admitted during the year.	Discharged.	Died.	Deserted.	Total treated.	Remaining sick Sept. 30, 1850.	Per centage of deaths.
.....	54	1,286	1,281	12	....	1,340	47	0.90
Indies.....	50	1,191	1,202	9	....	1,241	30	0.72
c.....	164	2,627	2,714	21	2	2,791	54	0.75
n.....	85	1,191	1,222	6	....	1,276	48	0.47
Indies.....	9	1,040	1,032	2	....	1,049	15	0.19
erranean	265	4,065	4,234	30	2	4,330	64	0.69
ggregate.....	627	11,400	11,685	80	4	12,027	258	0.66

will be seen, by the exhibit above presented, that the health of our forces, both ashore and on foreign stations, has been somewhat above dinary standard.

e returns received at this office from vessels abroad, for the past year, i not sufficiently copious to be given in a statistical form, exhibit, I ppy to say, a still more favorable view, as to their sanitary condition. the excellent medical police recommended by the medical officers, nerally enforced by those in command, are we mostly indebted for ppy exemption from the epidemic diseases which formerly infested our

importance of investing in some interest-bearing government stock on of the naval hospital fund, now lying unproductive in the treasury, been noticed in your last annual report, it is needless to repeat the nts in favor of the plan. Another reason might now be found in at reduction of this fund, which is going on in consequence of the cted at the last session of Congress, in relation to the commutation pped rations," on board ship. Since the practice of crediting the i rations to the hospital fund has been discontinued, one source, hich it was largely recruited, has become unproductive; and it must, ie proposed investment be made, be altogether exhausted.

it my duty to repeat the recommendations offered in my report of r the establishment of an asylum to accommodate the insane of the The reasons then urged in its favor continue in full force.

umber of insane now in the naval hospitals amounts to fourteen. e a source of constant annoyance to the other invalids; and the for a proper treatment of their maladies can nowhere be found in ese institutions.

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The embarrassment attending the duty of detail intrusted to this office, growing out of the restricted and inadequate medical force of the navy, continues unabated. In order to obviate the difficulties of the case, I had the honor to offer some suggestions on the subject in my last two reports, which received the favorable consideration of the department. I can only repeat the arguments then used, and express the hope that some measure may be devised by the approaching Congress, for the relief of a willing but overworked corps.

I have the honor to be, respectfully, your obedient servant,

THO. HARRIS.

Hon. WILLIAM A. GRAHAM,
Secretary of the Navy.

A.

Estimate of the amount required for the support of the Bureau of Medicine and Surgery, for the year ending June 30, 1853, under acts of Congress, approved August 31, 1842, and March 3, 1851.

Salary of chief of bureau	$3,000 00	
Salary of assistant to chief	1,400 00	
Salary of one clerk	1,400 00	
Salary of one clerk	1,200 00	
Salary of messenger	700 00	
		$7,700 00
Contingent expenses.		
Labor	$120 00	
Blank books and stationery	350 00	
Miscellaneous items	100 00	
		570 00
Total required		8,270 00

THO. HARRIS,
Chief of Bureau of Medicine and Surgery.

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B.

Estimate from the Bureau of Medicine and Surgery of the amount required for the support of the medical department of ships afloat, navy-yards, naval stations, marine corps, and coast survey, for the year ending June 30, 1853.

Razee—1.		
1 at $1,400		$1,400 00
Frigates—6.		
6 at $1,200 each		7,200 00
Sloops—16.		
7 of 1st class, at $800 each	$5,600 00	
6 of 2d class, at $700 each	4,200 00	
3 of 3d class, at $600 each	1,800 00	
		11,600 00
Steamers—9.		
4 of 1st class, at $700 each	$2,800 00	
2 of 2d class, at $500 each	1,000 00	
3 of 3d class, at $300 each	900 00	
		4,700 00
Brigs—4.		
4 at $500 each		2,000 00
Schooners—2.		
2 at $300 each		600 00
Store-ships—7.		
3 at $250 each	$750 00	
4 at $225 each	900 00	
		1,650 00
Receiving-ships—4.		
1 at $1,800	$1,800 00	
1 at $800	800 00	
1 at $600	600 00	
1 at $800	800 00	
		3,000 00
Navy-yards—8.		
Portsmouth, N. H.	$100 00	
Boston	250 00	
New York	350 00	
Philadelphia, including receiving-ship Union	350 00	
Washington	350 00	
Norfolk	400 00	
Pensacola	500 00	
Memphis	50 00	
		2,350 00

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B—Continued.

Naval stations—3.		
Marine barracks, Washington	$1,500 00	
Naval school, Annapolis	400 00	
Observatory and general relief of officers	300 00	
		$2,20
Coast survey.		
1 steamer	$150 00	
2 steamers, at $125 each	250 00	
2 schooners, at $75 each	150 00	
1 steamer, a[illegible]0	50 00	
Temporary r[illegible] of sick seamen in vessels having no medical officers	300 00	
		900 00

RECAPITULATION.

1 razee	$1,400 00
6 frigates	7,200 00
16 sloops	11,600 00
9 steamers	4,700 00
4 brigs	2,000 00
2 schooners	600 00
7 store-ships	1,650 00
4 receiving-ships	3,000 00
8 navy-yards	2,350 00
3 naval stations	2,200 00
Coast survey	900 00
Total required	37,600 00

THO. HARRIS,
Chief of Bureau of Medicine and Surgery.

RECAPITULATION.

Civil.	
Salaries	$7,700
Contingent	570 00
Navy.	
Surgeons' necessaries	37,600 00

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No. 14.

Abstract of expenditures under the head of contingent expenses settled and allowed at the office of the Fourth Audito. of the Treasury Department from the 1st day of July, 1850, to the 30th of June, 1851, inclusive.

No. of report.	Date.	Name and rank.	Contingent expenses.	Contingent not enumerated.	Contingent marine corps.	For what purpose.
	1850.					
9030	July 3	G. M. Totten, lieut. and acting purser....	$863 00	.....	.....	Pilotage, freight, fuel, postage, &c.
9031	July 6	G. C. Cooper, formerly purser.....	14 75	.....	.....	Pilotage, postage, &c.
9033	July 15	W. Hindman, navy agent.....	1,609 74	.....	.....	Freight, advertising, transportation, commissions, &c.
9034	July 15	W. H. Leroy....do.....	23,464 74	.....	.....	Freight, transportation, travel, books, commissions, &c.
9035	July 15	E. O. Perrin....do.....	1,196 07	.....	.....	Fuel, freight, labor in navy-yard, &c.
9043	July 19	J. H. Ward, lieutenant, &c.....	726 00	.....	.....	Pilotage, postage, &c.
9045	July 20	W. G. Morehead, esq., purchasing agent.	298 08	.....	.....	Provisions, postage, &c.
9047	July 23	C. W. Cutter, navy agent.....	1,319 79	.....	.....	Stationery, books, tools, meal, hay, commisions, &c.
9049	July 24	T. O. Larkin ....do.....	7,841 94	.....	.....	Transportation, freight, travel, commissions, &c.
9054	Aug. 3	J. H. Lathrop...do.....	6,289 06	.....	.....	Do do do
9055	Aug. 6	Major A. A. Nicholson, quarterm'r M. C.	.....	.....	$6,415 40	Officers' quarters, advertising, stationery, &c.
9056	Aug. 9	J. C. Douglass, purser.....	2,371 90	.....	.....	Labor in navy-yard, &c.
9058	Aug. 10	J. H. Wright, navy agent.....	2,840 71	.....	.....	Freight, travel, transportation, books, &c.
9059	Aug. 14	J. A. Bates, purser.....	1,478 76	$20 00	10 00	Pilotage, fuel, stationery, &c.
9063	Aug. 16	John Parrott, navy agent.....	2,736 15	.....	.....	Freight, travel, stationery, commissions, &c.
9065	Aug. 17	Wm. Sloanaker..do.....	4,933 20	.....	.....	Transportation, travel, fuel, stationery, &c.
9077	Aug. 23	W. P. C. Barton, surgeon.....	144 80	.....	.....	Travel.
9079	Sept. 2	B. D. Heriot, navy agent.....	409 46	.....	.....	Wharfage, travel, office expenses, &c.
9080	Sept. 4	Geo. Loyall.....do.....	9,472 04	.....	.....	Travel, freight, transportation, fuel, &c.
9086	Sept. 10	E. O. Perrin.....do.....	1,337 38	.....	.....	Labor in navy-yard, &c.
9088	Sept. 11	J. D. Miller, surgeon	153 30	.....	.....	Travel.
9095	Sept. 25	W. Hindman, navy agent.....	3,265 43	.....	.....	Freight, transportation, travel, &c.
9096	Sept. 25	Sterrit Ramsey, purser.....	623 19	.....	.....	Labor in navy-yard, &c.
9098	Sept. 25	J. M. Beil, late navy agent.....	81 13	.....	.....	Commissions, drayage, &c.
9100	Sept. 30	C. Anderson, purser.....	1,037 12	.....	.....	Pilotage, postage, freight, &c.

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9101	Sept.	30	Isaac McKeever, captain	500	00		Passage from New York to China.
9105	Oct.	1	L. H. Lyne, passed midshipman	118	00		Travel.
9107	Oct.	1	Baring Brothers & Co., temp'y navy ag't	4,405	27		Commissions, postage, &c.
9109	Oct.	7	J. B. Rittenhouse, purser	14,240	20		Labor in navy-yard, &c.
9113	Oct.	7	E. T. Dunn.....do	4,062	28		Do.
9116	Oct.	9	W. H. Leroy, navy agent	14,534	91		Freight, travel, transportation, commissions, &c.
9122	Oct.	12	E. O. Perrin, acting purser	1,320	39		Labor in navy-yard, &c.
9123	Oct.	15	W. Hindman.....do	10	00		Postage.
9128	Oct.	18	H. Bridge, purser	1,883	54		Labor in navy-yard, &c.
9133	Oct.	26	Samuel Forrest, purser	2,226	36		Pilotage, freight, travel, postage, &c.
9138	Oct.	31	J. V. Brown, formerly navy agent	1,529	22		Travel, freight, transportation, commissions, &c.
9140	Oct.	31	H. M. Heiskell, purser	1,691	51		Freight, pilotage, travel, &c.
9143	Nov.	5	William Speiden, purser	51	06		Apprehending deserters, postage, &c.
9146	Nov.	8	J. H. Lathrop, navy agent	8,140	77		Transportation, travel, freight, tools, &c.
9147	Nov.	9	C. W. Cutter....do	537	78		Stationery, books, tools, hay, meal, &c.
9148	Nov.	9	A. G. Slaughter, acting purser	1,128	54		Pilotage, travel, postage, &c.
9152	Nov.	15	R. Pettit, purser	49	34		Stationery, postage, &c.
9153	Nov.	16	J. H. Wright, navy agent	7,313	09		Freight, transportation, travel, commissions, &c.
9156	Nov.	18	G. F. Sawyer, purser	5	50		Postage.
9157	Nov.	23	Capt. G. F. Lindsay, quartermaster M. C.			168	26 Carpenters' work, &c.
9160	Nov.	26	D. Walker, purser	11,896	57		Labor in navy-yard, &c.
9163	Nov.	30	B. D. Heriot, navy agent	612	46		Wharfage, office expenses, commissions, &c.
9164	Dec.	5	W. A. Christian, purser	853	12		Pilotage, postage, stationery, &c.
9166	Dec.	5	J. C. Douglass....do	1,729	16		Labor in navy-yard, &c.
9169	Dec.	9	W. Sloanaker, navy agent	4,183	18		Transportation, travel, freight, commissions, &c.
9172	Dec.	14	John DeBree, purser	15,062	00		Labor in navy-yard, &c.
9175	Dec.	14	T. R. Roots, lieut. and acting purser	33	29		Pilotage, postage, &c.
9176	Dec.	18	L. D. Slamm, purser	355	36	768	54 Do.
9177	Dec.	19	Sterritt Ramsey, purser	551	52		Labor in navy-yard, &c.
9178	Dec.	20	W. Anderson, navy agent	481	21		Pilotage, stationery, travel, &c.
9181	Dec.	26	A. C. Gordon, late com'r and purser	601	50		Pilotage, postage, freight, &c.
	1851.						
9182	Jan.	1	E. F. Beale, lieutenant	1,550	00	1,722	20 Travel—bearer of despatches.
9183	Jan.	3	W. Wintbrop, United States consul	895	31		Commissions on sales of coals.
9185	Jan.	3	J. Wilson, purser	11,947	33		Labor in navy-yard, &c.
9186	Jan.	3	Chas. G. Hunter, lieut. and acting purser	464	82		Pilotage, postage, stationery, &c.
9190	Jan.	11	George Loyall, late navy agent	12,430	06	43	93 Freight, travel, transportation, and commissions.
9197	Jan.	24	William Speiden, purser	97	46		Postage, &c.
9201	Jan.	27	H. Bridge.....do	2,188	40		Pilotage, postage, stationery, &c.
9206	Jan.	28	G. Loyall, late navy agent			33	00 Musical instruments and strings.

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No. 14—Continued.

No. of report.	Date.	Name and rank.	Contingent expenses.	Contingent not enumerated.	Contingent marine corps.	For what purpose.
	1851.					
9207	Jan. 30	J. C. Walsh, lieut. and acting purser.....	$152 76	.....	.....	Pilotage, &c.
9211	Feb. 3	G. F. Sawyer, purser.....	19 89	.....	.....	Postage, &c.
9212	Feb. 4	W. H. Leroy, navy agent	7,130 71	$182 75	.....	Freight, travel, books, transportation, &c.
9215	Feb. 6	W. Hindman....do.....	1,479 97	.....	.....	Do do do.
9218	Feb. 8	G. H. White, purser.....	366 00	.....	.....	Pilotage, postage, &c.
9219	Feb. 10	C. W. Cutter, navy agent.....	1,964 48	.....	.....	Stationery, books, tools, hay, meal, &c.
9224	Feb. 21	James Glynn, com'r and act'g purser....	38 00	.....	.....	Pilotage, postage, &c.
9227	Feb. 21	B. D. Heriot, navy agent.....	444 98	.....	.....	Wharfage, travel, and office expenses.
9229	Feb. 24	Major A. A. Nicholson, quarterm'r M. C.	.....	.....	$4,853 80	Officers' quarters, advertising, postage, &c.
9231	Feb. 25	Henry Wilson, purser.....	2,840 06	80 00	.....	Pilotage, postage, stationery, &c.
9233	Feb. 26	E. O. Perrin, acting purser.....	1,403 09	.....	.....	Labor in navy yard, &c.
9234	Feb. 26	W. Hindman.....do.....	30 00	.....	.....	Apprehending a deserter.
9235	Feb. 28	J. C. Douglass, purser	5,157 22	.....	.....	Labor in navy yard, &c.
9236	March 1	D. Walker.....do.....	6,059 87	.....	.....	Do.
9238	March 3	Lieut. E. L. Handy, acting purser.....	166 06	.....	.....	Pilotage, &c.
9240	March 4	W. P. Rogers, consul.....	18 50	.....	.....	Apprehending a deserter.
9242	March 8	B. D. Wright, navy agent.....	3,940 93	300 00	.....	Freight, travel, books, &c.
9243	March 8	G. F. Cutter, purser.....	1,035 65	.....	.....	Transportation, freight, postage, hay, &c.
9245	March 10	H. B. Sawyer, commander	14 72	.....	.....	Postage.
9250	March 17	J. H. Lathrop, navy agent	6,001 04	.....	.....	Freight, travel, books, stationery, commissions, &c.
9251	March 19	W. F. Lynch, lieutenant.....	.....	1,035 21	.....	Preparing report of the expedition to the Dead sea.
9252	March 20	T. P. McBlair, purser.....	4,064 43	.....	29 03	Pilotage, postage, &c.
9253	March 22	B. F. Stockton ..do.....	92 72	.....	.....	Loss on stores.
9256	March 24	J. H. Wright, navy agent	14,975 04	.....	.....	Freight, transportation, travel, books, &c.
9258	March 25	Sterritt Ramsey, purser.....	616 94	.....	.....	Labor in navy-yard, &c.
9259	March 27	E. O. Perrin, navy agent.....	2,302 20	.....	.....	Freight, stationery, postage, commissions, &c.
9260	March 28	E. C. Doran, purser	641 98	.....	.....	Pilotage, freight, travel, postage, commissions.
9261	March 29	Peter Turner, lieut. and acting purser ...	10 00	.....	.....	Postage.

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9263	March 31	A. G. & A. W. Benson, contractors	10,792 00			Demurrage and shipment of supplies.
9264	April 1	G. F. Sawyer, purser	6 25			Postage.
9265	April 3	W. Sloanaker, navy agent	4,339 87	140 00		Freight, travel, postage, tools, commissions, &c.
9266	April 3	E. Ferrand, lieutenant and acting purser	456 20			Pilotage, &c.
9267	April 8	J. A. Semple, purser	1,093 12			Do.
9272	April 19	T. R. Ware ....do	894 43			Do.
9273	April 19	Major G. W. Walker, paymaster M. C			5 00	Coffin for a dead marine.
9274	April 22	J. C. Douglass, purser	7,951 23			Labor in navy-yard, &c.
9279	April 25	Robert Pettit....do	36 29			Postage, &c.
9288	April 26	H. J. Sprague, consul	2,911 40			Expended for lights on the Missouri.
9290	April 28	W. H. Leroy, navy agent	20,003 06			Freight, travel, transportation, books, commis'ns, &c.
9294	May 1	A. S. Taylor, lieutenant marine corps			262 63	Lamps, quarters, &c.
9296	May 2	E. McCall & Co., agents	8,792 86			Premium on specie, salary, &c.
9297	May 3	E. O. Perrin, acting purser	1,565 09			Labor in navy-yard, &c.
9298	May 7	T. G. McCauley, purser	3,158 23			Do.
9300	May 10	Jos. Wilson .....do	11,124 84			Do.
9301	May 13	H. Bridge .....do	1,398 61			Do.
9303	May 17	C. W. Cutter, navy agent	2,854 85			Stationery, freight, travel, books, &c.
9304	May 17	E. O. Perrin .....do	1,214 87			Do do do.
9305	May 19	B. D. Heriot .....do	825 06			Wharfage, office expenses, &c.
9306	May 21	B. D. Wright .....do	4,801 69			Pilotage, stationery, office expenses, &c.
9307	May 21	W. Speiden, purser	10 83			Postage.
9309	May 26	J. H. Wright, navy agent	11,640 25			Freight, travel, transportation, commissions, &c.
9310	May 30	J. B. Rittenhouse, purser	148 76			Pilotage, postage, &c.
9311	June 4	R. P. De Silver, naval storekeeper	9,325 37			Warehouse rent, labor, &c.
9312	June 4	William Hindman, acting purser	183 39			Pilotage, postage, &c.
9314	June 9	J. H. Lathrop, navy agent	12,760 00			Freight, travel, books, postage, commissions, &c.
9316	June 10	E. T. Dunn .....purser	11,258 55			Labor in navy-yard, &c.
9318	June 11	J. C. Douglass....do	7,820 48			Do.
9319	June 11	F. Mallory, navy agent	18,803 98			Freight, transportation, pilotage, commissions, &c.
9320	June 12	D. Walker....purser	5,389 47			Labor in navy-yard, &c.
9322	June 13	G. F. Sawyer ...do	3 75			Postage.
9323	June 13	C. Anderson ....do	47 01			Pilotage, postage, &c.
9324	June 14	W. Sloanaker.....navy agent	6,188 99			Freight, travel, transportation, &c.
9326	June 16	William Hindman.....do	6,619 63	76 50		Do do.
9342	June 25	W. H. Leroy.....do	14,605 12			Do do.
9344	June 26	A. K. Long, commander	131 00			Furniture for U. S. ship Warren.
			449,303 88	4,352 13	11,744 12	

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RECAPITULATION.

Contingent expenses	$449,303 83
Contingent not enumerated	4,352 13
Contingent marine corps	11,744 12
Total	465,400 08

TREASURY DEPARTMENT,
Fourth Auditor's Office, August 7, 1851.

A. O. DAYTON.

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TREASURY DEPARTMENT,
Second Comptroller's Office, August 27, 1851.

SIR: I have the honor herewith to transmit, in duplicate, the annual statement of the appropriations for the Navy Department for the fiscal year 1850–'51; showing the balances of appropriations on the 1st July, 1850; the appropriations made for the fiscal year 1850–'51; the re-payments made in the same period; the amounts applicable to the service of the said fiscal year; the amounts drawn by requisitions on the treasury in the same time; and, finally, the balances on the 1st July, 1851; prepared in pursuance of an act of Congress approved May 1, 1820.

Very respectfully, sir, your obedient servant,

HILAND HALL,
Second Comptroller.

Hon. WILLIAM A. GRAHAM,
Secretary of the Navy.

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No. 15.

Statement of the appropriations for the service of the Navy Department, from July 1, 1850, to June 30, 1851: made in pursuance of the provisions of the second section of the act of Congress of May 1, 1820, entitled "An act in addition to the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

HEADS OF APPROPRIATIONS.	Balances of appropriations July 1, 1850.	Appropriations for the fiscal year 1850–'51.	Repayments from July 1, 1850, to June 30, 1851.	Amounts applicable to the service of the fiscal year 1850–'51.	Amounts drawn by requisitions from the treasury during the fiscal year 1850–'51.	Balance June 30, 1851.
Arrearages of medicine	$25 00	.....	.....	$25 00	.....	*$25 00
Books, maps, &c., of Hydrographical office	3,346 32	$35,135 00	.....	38,481 32	$37,354 81	1,126 51
Contingent expenses enumerated	10,178 18	532,145 00	$34,546 13	576,869 31	554,543 36	22,325 95
Contingent expenses not enumerated	2,613 30	.....	236 47	2,849 77	2,754 67	95 10
Clothing of navy	429,169 06	.....	266,004 95	695,174 01	99,548 99	595,625 02
Clothing of marine corps	74 52	46,416 00	126 33	46,616 85	46,525 54	91 31
Contingent expenses of marine corps	372 27	20,000 00	4,760 18	25,132 45	21,952 67	3,179 78
Dry-dock, Portsmouth	115,703 37	300,000 00	38	415,703 75	186,753 80	228,949 95
Dry-dock, Philadelphia	5,047 24	371,242 00	7,247 87	383,537 11	248,665 36	134,871 75
Dry-dock, Pensacola	221,108 00	414,320 00	2,857 48	638,285 48	182,183 52	456,101 96
Dry-dock, coast of California	.....	100,000 00	.....	100,000 00	.....	100,000 00
Examining the merits of various condensers	.....	5,000 00	.....	5,000 00	500 00	4,500 00
Fuel of marine corps	18,934 14	10,000 00	.....	28,934 14	15,905 80	13,028 34
Home squadron, pay, &c., of	500 00	.....	2,500 00	3,000 00	436 32	†2,500 00
Hospital, Boston	1,202 49	1,000 00	137 85	2,340 34	1,122 01	1,218 33
Hospital, New York	5,679 03	16,000 00	102 00	21,781 03	1,198 98	20,582 05
Hospital, Washington	350 00	.....	.....	350 00	17 00	333 00
Hospital, Norfolk	2,329 17	.....	2,878 88	5,208 05	3,805 62	1,402 43
Hospital, Pensacola	1,532 11	1,750 00	4,392 19	7,674 30	2,907 83	4,766 47
Increase, repairs, &c	947,109 50	1,946,900 00	382,521 57	3,276,531 07	2,080,377 44	1,196,153 63

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Iron steamer on Lieutenant Hunter's plan	161 95			161 95		*161 95
Magazine, Boston	1,011 39	150 00	161 72	1,323 11	539 48	783 63
Magazine, New York	1,282 78	500 00		1,782 78	406 14	1,376 64
Magazine, Washington	1,450 00	150 00		1,600 00		1,600 00
Magazine, Norfolk	2,452 57		624 85	3,077 42	226 95	2,850 47
Mexican hostilities	25,412 28		3,865 03	29,277 31	9,969 12	19,308 19
Military contributions in Mexico	6,312 66			6,312 66	357 00	5,955 66
Meteorological observations	882 92	2,000 00		2,882 92	2,555 82	327 10
Naval school	21,214 19	28,200 00		49,414 19	49,414 19	
Navy-yard, Portsmouth	6,362 80	31,673 00	63 49	38,099 29	17,589 73	20,509 56
Navy-yard, Boston	58,071 45	108,500 00	7,509 98	174,081 42	112,259 40	61,822 02
Navy-yard, New York	74,106 95	299,500 00	11,750 89	385,357 84	353,860 35	31,497 49
Navy-yard, Philadelphia	35,626 60	80,093 00		115,719 60	61,606 61	54,112 99
Navy-yard, Washington	11,516 35	51,300 00		62,816 35	33,533 38	29,282 97
Navy-yard, Norfolk	69,586 35	62,500 00	789 19	132,875 54	121,694 23	11,181 31
Navy-yard, Pensacola	112,495 22	197,700 00	17,418 40	327,613 62	254,568 01	73,045 61
Navy-yard, Memphis	28,481 55	134,000 00	1,851 71	164,333 26	111,639 92	52,693 34
Navy-yard, Sackett's Harbor		700 00	18 22	718 22	700 00	18 22
Navy hospital fund	220,545 42		37,065 30	257,610 72	55,358 01	202,252 71
Naval depot at New Orleans	6,730 00			6,730 00	250 00	6,480 00
Pay of navy	117,185 24	2,758,262 00	313,499 33	3,188,946 57	3,178,729 70	10,216 87
Pay of superintendents	14,208 13	74,210 00	851 70	89,269 83	75,790 13	13,479 70
Provisions of navy	42,061 28	686,200 00	122,641 44	850,902 72	640,087 62	210,815 10
Provisions of marine corps	33,824 01	20,000 00	7,418 27	61,242 28	46,437 97	14,804 31
Pay of marine corps	29,579 81	253,406 07	29,708 01	312,693 89	262,619 58	50,174 31
Prize-money to captors in war with Mexico	40,878 16	1,862 95		42,741 11	3,000 00	39,741 11
Page's magnetic power	8,035 36			8,035 36	8,035 36	
Plans for buildings at naval depot at New Orleans		500 00		500 00	410 00	90 00
Payment to Corporal Charles Hawke		176 38		176 38	176 38	
Preparing for publication American Nautical Almanac		12,850 00		12,850 00	6,143 00	6,707 00
Repairs of barracks marine corps	9,978 88	6,000 00	57 73	16,036 61	16,036 61	
Rewarding officers and crews of two boats under Captain Gregory	300 00			300 00		*300 00
Removal of wreck of steamer Missouri from harbor of Gibraltar		30,000 00		30,000 00	30,000 00	
Relief of James Glynn and others		2,934 27		2,934 27	2,934 27	
Relief of widows and orphans of forward officers brig "Somers"		228 00		228 00	228 00	
Relief of James M. Gilliss and others		843 00		843 00	843 00	

* Carried to surplus fund.

† $63 68 carried to surplus fund.

No. 15—Continued.

HEADS OF APPROPRIATIONS.	Balances of appropriations July 1, 1850.	Appropriations for the fiscal year 1850–'51.	Repayments from July 1, 1850, to June 30, 1851.	Amounts applicable to the service of the fiscal year 1850–'51.	Amounts drawn by requisitions from the treasury during the fiscal year 1850–'51.	Balance June 30, 1851.
Steam mail service	$879,130 55	$874,600 00	.....	$1,753,730 55	$1,302,365 09	$451,365 46
Stevens's war steamer	183,520 22	.....	.....	183,520 22	.....	*183,520 22
Surgeons' necessaries, &c	15,488 82	36,800 00	$9,537 25	61,826 07	46,265 96	15,560 11
Suppression of the slave trade	2,000 00	.....	.....	2,000 00	1,996 30	3 70
Surveys from Apalachicola bay to mouth of the Mississippi river	275 23	.....	.....	275 23	275 23	
Transportation marine corps	7,924 89	9,000 00	.....	16,924 89	16,397 15	527 74
Testing steam-boilers	885 85	.....	.....	885 85	.....	885 85
Testing Earle's patent	5,000 00	.....	.....	5,000 00	.....	5,000 00
Purchase of vessels captured on Lake Erie	.....	.....	290 08	290 08	214 89	75 19
Military stores, marine corps	28	6,900 00	.....	6,900 28	6,000 00	900 28
	3,655,246 67	9,571,646 67	1,278,434 87	14,500,328 21	10,318,031 98	4,182,296 23

* Carried to surplus fund.

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No. 15—Continued.

RECAPITULATION.

Amount applicable to the service of the fiscal year 1850–'51, as per aggregate of fourth column		$14,500,328 21
From which deduct amount of refunding and transfer requisitions, as per third column		1,273,434 87
Will show the amount actually applicable to the above period		13,226,893 34
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column	$10,318,031 98	
From which last sum deduct amount drawn by refunding and transfer requisitions, as per third column	1,273,434 87	
		9,044,597 11
Will leave the aggregate of the sixth column of balances on the 30th of June, 1851		4,182,296 23

TREASURY DEPARTMENT,
Second Comptroller's Office, August 27, 1851.

HILAND HALL, *Comptroller.*

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REPORT

OF

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
Washington, November 29, 1851.

SIR: At the close of the fiscal year ending on the 30th day of June last, there were in operation, within the United States, 6,170 mail routes; their aggregate length was 196,290 miles; and 5,544 contractors were employed thereon.

The annual transportation of the mails on those routes was 53,272,252 miles; the annual cost thereof $3,421,754; being about six cents four mills per mile.

Of these 53,272,252 miles of annual transportation, 8,568,707 miles are required to be performed upon railroads, at a cost of $985,019; being about eleven cents five mills per mile: 5,454,982 miles in steamboats, at a cost of $454,893; being about eight cents three mills per mile: 19,726,588 miles in coaches, at a cost of $1,047,159; being about five cents three mills per mile: and 19,521,975 miles in modes not specified, at a cost of $934,683; being about four cents eight mills per mile.

The mail service in California and Oregon had been so irregular in its performance, and so imperfectly reported, that it was not embraced in the last annual report from this department, and is not therefore included in the following statement of the general increase of transportation. The inland service, at the close of the last fiscal year, (excluding that in California and Oregon,) when compared with the service at the close of the preceding year, as stated in my last annual report, shows an increase of 13,354 miles in the length of mail routes; of 6,162,855 in the number of miles of annual transportation; and of $547,110 in the annual cost of transportation.

Of such increase of transportation the railroad and steamboat service amounts to 3,220,635 miles, at an increased cost of $276,742; being an increase of about $30\frac{3}{10}$ per cent. in the transportation, and about $24\frac{4}{10}$ per cent. in the aggregate cost: the coach service to 2,329,124 miles, at an increased cost of $232,872; being an increase of about $13\frac{4}{10}$ per cent. in transportation, and $29\frac{4}{10}$ per cent. in aggregate cost: and the transportation in modes of service not specified to 613,096 miles, at an increased cost of $37,496; being an increase of about $3\frac{3}{10}$ per cent. in transportation, and $4\frac{7}{10}$ per cent. in aggregate cost. To this increase has been added the service in California and Oregon, which is now first reported with sufficient accuracy to be carried into the annual statement.

The annual transportation in California at the close of the fiscal year was 537,476 miles, at an annual cost of $130,270. This service, when compared with that ascertained to have been in operation prior to the new contracts made under the general lettings of April last, shows an increase in the annual transportation of $103\frac{5}{10}$ per cent., and a decrease in annual aggregate cost of $7\frac{9}{10}$ per cent.

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The present cost of transportation in steamboats in California is about twelve cents nine mills per mile; in coaches about twenty-one cents seven mills per mile; and in modes not specified about thirty-one cents three mills per mile; while the cost of similar service in the United States, excluding Oregon and the newly acquired territories, is, in steamboats, about eight cents per mile; in coaches about five cents and two mills per mile; and in modes not specified about four cents and three mills per mile. The prices now paid in California are believed to be moderate, compared with the general prices upon the pacific coast.

The annual transportation in Oregon at the close of the last fiscal year was (as near as can be ascertained) 30,498 miles, at an annual cost of $19,938, or about sixty-five cents and four mills per mile. The present annual transportation in Oregon was increased, under the new contracts which went into operation on and after the first day of July last, to 66,960 miles, at an annual cost of $40,441; being an increase of 119 5/6 per cent. in transportation and of 103 per cent. in aggregate cost. Of this service 6,240 miles is to be performed in steamboats at an annual cost of $10,000, under a contract, made July 11, 1850, for the remainder of the usual contract term in that section, and of the residue 5,070 miles is to be performed in steamboats, at a cost of $7,448, and 55,650 miles in modes not specified, at a cost of $22,993, or about forty-one cents three mills per mile.

There were on the 30th day of June last six foreign mail routes, of the estimated aggregate length of 18,349 miles. The number of miles of annual transportation thereon is estimated at 615,206.

The service on three of these routes is under contracts with this department. The annual transportation thereon is estimated at 190,592 miles, at a cost of $400,000, being about $2 09 9/6 per mile. The service on the other foreign routes is under contract with the Navy Department. The annual transportation thereon is estimated at 421,734 miles, at a cost of $1,023,250, being about $2 42 6/6 per mile.

The transportation of the California and Oregon mails across the Isthmus of Panama has hitherto been performed under treaty with New Grenada. The annual cost of this transportation depending upon the weight of the mails, is uncertain. The cost for the last fiscal year was $48,937.

There should be added to the other cost of transportation, as above stated, the compensation of mail messengers and local and route agents, which if continued as it stood at the close of the last fiscal year, will amount to $145,897 per annum.

The extent and annual cost of the entire mail service under the direction of this department at the close of the fiscal year ending on the 30th day of June last, as well as its division among the States and Territories, and the mode of its performance, will more fully appear by the annexed table, marked A.

The number of postmasters appointed during the year ending June 30, 1851, is 5,339. Of these 2,649 were appointed to fill vacancies occasioned by resignations; 187 to fill vacancies occasioned by the decease of their predecessors; 206 on changing the sites of the offices for which they were appointed; 599 on the removal of the prior incumbents; and 1,698 on the establishment of new offices.

The whole number of post offices in the United States at the end of that year was 19,796. There were 1,698 post offices established, and 256 discontinued, during the year.

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The following table shows, very nearly, the number of post offices in each State and Territory on the 30th day of June last, classified according to the compensation allowed to each postmaster, for the last fiscal year:

States.	$2,000.	$1,000 to $2,000.	$500 to $1,000.	$400 to $500.	$300 to $400.	$200 to $300.	$100 to $200.	$50 to $100.	$25 to $50.	Under $25.	Total.
Maine	1	6	13	5	21	9	62	146	171	234	668
New Hampshire	....	5	5	1	12	16	55	95	72	94	355
Vermont	....	3	10	5	7	27	77	104	87	62	382
Massachusetts	6	14	30	23	44	60	137	137	93	41	585
Rhode Island	....	4	3	1	....	2	17	15	22	10	74
Connecticut	1	6	11	8	21	39	65	69	74	45	339
New York	5	31	56	34	64	118	367	527	537	580	2,319
Delaware	1	....	....	1	4	3	8	9	12	22	60
New Jersey	1	5	7	4	6	12	35	79	95	150	394
Pennsylvania	3	13	30	19	24	66	163	303	418	751	1,790
Maryland & Dist. of Col.	3	4	2	4	4	15	37	72	93	103	337
Virginia	2	8	9	12	13	28	92	171	303	658	1,296
North Carolina	....	3	5	7	6	15	28	65	96	560	785
South Carolina	1	2	9	2	5	13	18	31	118	285	484
Georgia	....	8	7	6	13	17	57	88	153	308	658
Florida	....	1	4	2	1	5	8	9	22	53	105
Alabama	1	3	10	7	8	7	49	101	123	271	580
Mississippi	....	5	6	4	9	17	45	74	90	302	553
Louisiana	1	....	8	2	8	6	25	35	36	97	218
Arkansas	....	1	1	4	3	6	12	37	53	211	328
Texas	....	1	4	2	7	5	33	33	47	178	310
Tennessee	1	2	11	4	5	16	43	82	127	469	760
Kentucky	....	6	12	6	8	16	58	85	116	362	669
Ohio	2	16	31	17	23	49	218	353	366	565	1,640
Michigan	....	3	14	3	11	13	48	69	112	272	544
Indiana	....	8	10	6	12	28	58	135	206	439	896
Illinois	1	7	15	7	25	45	84	145	203	498	1,026
Missouri	1	1	9	5	6	17	54	82	97	320	592
Wisconsin	....	4	9	2	10	18	32	87	84	231	477
Iowa	....	4	3	3	3	7	21	31	59	160	294
California	5	4	....	1	2	....	7	5	4	6	34
Utah	....	....	....	1	....	....	....	....	....	....	1
New Mexico	....	....	....	....	....	....	1	....	....	1	2
Nebraska	....	....	....	....	....	....	....	....	....	2	2
Minnesota	....	....	1	....	....	1	2	1	1	10	16
Oregon	....	1	2	....	....	1	2	4	2	19	31
	36	179	347	208	381	697	2,022	3,279	4,086	8,369	19,601

This table does not embrace one hundred and ninety-two offices from which no returns had been received during the year, a portion of which had been but recently established, and are supposed not to have been in operation.

Considering the large number of persons employed in the several post offices, and in the transportation of the mails; the extent and complication of the routes; the numerous and various arrangements for separating and distributing the mail matter, and the inadequate compensation allowed to a large proportion of the persons employed in these services, there is perhaps more reason to be satisfied with the general accuracy and efficiency of the

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service than to complain of the mistakes, irregularities and accidents which occasionally occur.

The gross receipts of the department for the year ending June 30, 1851, were	$6,786,493 22
Derived from the following sources:	
Letter postage, including foreign postage and stamps sold	$5,369,242 76
Postages on newspapers, pamphlets, &c.	1,035,130 89
Fines (other than those imposed on contractors)	95 00
Receipts on account of dead letters	1,675 16
Collections of damages from failing contractors	340 00
Other miscellaneous receipts	4,120 52
The appropriation made by the act of May 23, 1850, for postages on the census blanks, returns, &c	12,000 00
The annual appropriation made by the twelfth section of the act of 3d March, 1847, in compensation of mail services performed for the several departments of the government	200,000 00
The appropriation made by the eighth section of the act of 3d March, 1851, in further payment and compensation for mail service performed for the two houses of Congress, and the other departments and officers of the government in the transportation of free matter	163,888 89
	6,786,493 22
From this sum must be deducted the amount received for British postages, payable to the British post office under the postal convention of December, 1848, as now stated by the Auditor	58,626 44
Leaving the gross revenue for the year	6,727,866 78
For the purpose of comparing the revenues of the year with those of the preceding year, there should also be deducted the sum of $163,888 89—being the amount of additional appropriation under the act of March, 1851, and the census appropriation of $12,000	$175,888 89
Leaving as the ordinary revenues of the year	6,551,977 89

This shows an increase of $999,006 41 over the proper revenues of the preceding year.

The sums received as the excess of the emoluments of postmasters, beyond the amounts they are by law allowed to retain, and the amounts collected from failing bidders and their guarantors, are not separately stated as a part of the revenues in the accounts of the Auditor. The Auditor states that the former are deducted from the amount paid for the "compensation of postmasters," and "clerks for offices;" that so much of the latter as was collected in money is credited under the head of "Other miscellaneous receipts;" and the residue, which was deducted from the amount due to such failing bidders for transportation service, was deducted from, and lessens to that extent, the expenditures under the head of "Transportation of the mails." The Auditor has been requested to change the manner of keeping

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these accounts, and future reports will doubtless show the amount of revenues derived from these sources respectively.

The receipts from postages, American and foreign, for the last fiscal year, exceeded those of the preceding year $909,223 85, being an increase of about 16½ per cent.

If the balances accruing to the British post office during both years are excluded, (as they must be to show the true increase of our own postages,) the increase will be $997,610 79, or more than $18\frac{65}{100}$ per cent.

Excluding these balances, the receipts of the first three quarters of the year exceeded those of the corresponding quarters of the preceding year about 20⅓ per cent., but the postages for the last quarter fell off, and exceeded those of the corresponding quarter of the preceding year only about 14 per cent.; so that the increase for the year was only about $18\frac{65}{100}$ per cent., as before stated.

The reduction during the last quarter of the fiscal year is mostly attributable to its near approach to the period when the rates of postage prescribed by the act of the 3d of March last were to go into operation, and the consequent delay in correspondence until it could be carried on at a cheaper rate. A similar reduction was observed upon the adoption of the reduced rates under the act of 1845. The practical extension of the franking privilege to the senators and representatives elected to the present Congress after the commencement of that quarter, also aided slightly in producing this reduction. During the last spring a senator and representative elected to the present Congress claimed the full privilege of franking under the provisions of the acts of 1845 and 1847. The practice of the department had been adverse to the claim, and having some doubts in regard to the construction of the statutes under which the right was claimed, the opinion of the law officer of the government was asked. His opinion was in favor of the right claimed, and it was therefore acknowledged, and notice of the decision communicated.

By the previous practice of the department the full franking privilege of members of Congress was deemed to commence only thirty days prior to the commencement of the first session of Congress held during their term of office. It is, perhaps, worthy of remark that during the past summer five persons have been entitled to the franking privilege as senators and ex-senators in Congress, from a single State; four from another; and three from several of the other States; and that a representative and a late representative in more than half the districts have also been entitled to such privilege.

The expenditures during the year were as follows:

For transportation of the mails	$3,538,063 54
For ship, steamboat, and way letters	34,581 50
For compensation to postmasters	1,781,686 34
For wrapping paper	32,353 15
For office furniture	4,978 64
For advertising	75,070 22
For mail bags	40,855 46
For blanks	35,588 42
For mail locks, keys, and stamps	7,964 54
For mail depredations and special agents	37,193 71
For clerks for offices (of postmasters)	359,098 45

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For miscellaneous payments		$85,626 74
For lists of post offices, and post office laws and regulations		11,474 86
For repayment of money found in dead letters		32 71
For postage stamps		34 00
For maps of mail routes, &c.		564 00
For payment of balances due to the British post office prior to the commencement of the fiscal year ending June 30, 1851		187,115 05
For payment of balance due to the British post office for the first two quarters of that year		46,120 35
		6,278,401 68
To find the proper expenses of the year there should be deducted from this sum of $6,278,401 68 the amount paid the British post office for postages collected	$233,235 40	
And also the amount paid John D. Colmesniel, president, &c., for transportation of the mails on the Ohio and Mississippi rivers in 1832 and 1833, under an award made by the Auditor, in pursuance of a joint resolution of Congress, approved February 27, 1851	20,599 49	
		253,834 89
Leaving as the amount of ordinary expenditures of the year		6,024,566 79
This amount being deducted from that of the gross revenue of the year, as before stated, leaves as the balance of revenue over the ordinary expenditure		703,299 99

In connexion with the foregoing statements of the operations, revenues, and expenditures of this department for the last year, it may not be improper, at the conclusion of a half century, to refer briefly to its origin, history, and progress.

As early as 1677, upon the petition of several merchants of Boston, (Massachusetts,) Mr. John Hayward, scrivener, was appointed by the court "to take in and convey letters according to their direction."

This was probably the first post office and mail service authorized in America. Local and imperfect arrangements for the conveyance of mails were afterwards made, at different periods, in several of the colonies, until 1710, when the British Parliament passed an act authorizing the British Postmaster General "to keep one chief letter office in New York, and other chief letter offices in each of her Majesty's provinces or colonies in America." Deputy Postmasters General for North America were subsequently and from time to time appointed by the Postmaster General in England, and Doctor Benjamin Franklin was so appointed in 1755. He was removed in 1774.

On the 26th of July, 1775, the Continental Congress determined "that a Postmaster General be appointed for the United Colonies," and to allow him "a salary of one thousand dollars per annum for himself and three hundred and forty dollars per annum for a secretary and comptroller." On proceeding to the election of Postmaster General, "Benjamin Franklin, esq., was unanimously chosen."

The Articles of Confederation of 1778 gave to the United States in Congress assembled "the sole and exclusive right and power of establishing and

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regulating post offices, *from one State to another*, throughout all the United States, and exacting such postage on the papers passing through the same as may be requisite to defray the expenses of an office." The little progress made during the period of the Confederation shows that this power was too limited to be useful, and when the increase of the mail service before the adoption of the constitution of the United States is compared with its subsequent extension, one cannot fail to perceive that the prosperity, efficiency, and value of this department are chiefly to be ascribed to the national government founded under the constitution of the Union.

The first Congress assembled under our present constitution passed "An act for the temporary establishment of a post office," approved September 22, 1789. This act directed the appointment of a Postmaster General, and was to continue in force until the end of the next session of Congress. Under this provision Samuel Osgood, of Massachusetts, was appointed, by President Washington, Postmaster General of the United States, and this was the first appointment to that office. Thirteen other persons have since been appointed. Of these there were appointed from Kentucky, three; from Connecticut, Ohio, and New York, two each; and from Pennsylvania, Georgia, Tennessee, and Vermont, one each.

The earliest reliable statistics of the General Post Office are those for the year 1790, when the number of post offices was seventy-five; the extent of post routes 1,875 miles; and the revenues of the department $37,935. The subsequent progress of the Post Office Department can be traced in the tables hereto annexed, marked B and C.

In connexion with this brief reference to the progress of the department, it may not be improper to state, that there are in the possession of the department materials for an interesting history of the origin and progress of our post office system, and that it is intended, if time can be found to complete the arrangement of them, to present these materials to the present Congress in such form as will perhaps induce their preservation.

The cost of transportation has been much increased within the last two years. The new contracts, made under the letting for the northwestern and southwestern sections, (embracing the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, and Texas, and the Territory of Minnesota,) which letting took place in April, 1850, increased the annual cost of transportation from the 1st day of July, 1850, about $236,000; and the subsequent failure of bidders and contractors, together with the new arrangements usually consequent upon the change of service which follows a letting, added largely to the increased cost of this service. The rates of such increase were about $10\frac{4}{5}$ per cent. in service, and 25 per cent. in aggregate cost. Much of this increase is doubtless attributable to the unusual scarcity and high prices of the coarse grains in that section during the year 1850.

The new contracts for the southern section, (embracing the States of Virginia, North Carolina, South Carolina, Georgia, and Florida,) which were made under the lettings in April last, show an increase, up to the 30th day of September, of 947,707 miles of annual transportation, and of $61,941 in the annual cost, over the transportation and cost under the contracts which expired with the 30th day of June, 1851; being an increase of about $12\frac{36}{100}$ per cent. in service, and $9\frac{97}{100}$ per cent. in aggregate cost.

The opening and extension of the New York and Erie railroad, of the

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railroad from Cleveland to Columbus, and of other railroads in the different sections of the Union; the establishment of two daily lines carrying the mail from Baltimore, by the way of Cumberland, Wheeling, and Columbus, to Cincinnati; the increase of mail facilities on the routes leading from the Atlantic cities to important points in the west; the greatly increased mail facilities on the Ohio and Mississippi rivers, and in almost every section of the Union, have added, and similar improvements will continue to add, largely to the extent and consequent expense of our mail transportation. The placing of the steamers Franklin and Humboldt on the New York and Havre line has also added $150,000 per annum to the cost of the foreign mail service, chargeable upon the revenues of this department.

Until the passage of the act of March 3, 1851, the increase in the cost of transportation, occasioned by the increase and extension of the service, had been almost entirely within the discretion of the head of this department. That act declares that "no post office now in existence shall be discontinued, nor shall the mail service on any mail route in any of the States or Territories be discontinued or diminished in consequence of any diminution of the revenues that may result from this act; and it shall be the duty of the Postmaster General to establish new post offices, and place the mail service on any new mail route established, or that may hereafter be established, in the same manner as though this act had not passed." And there having been a large surplus to the credit of the revenues of the department at the time of the passage of the act, it would seem to have been the intention of Congress that the Postmaster General should continue and increase the service to the same extent as if the old rates of postage and a large annual increase in the revenues had continued. By adopting this rule, the expenditures of the department for the transportation of the mails must be increased from ten to fifteen per cent. per year if the wants and interests of the country require it, unless some other rule for the government of the department be sanctioned by Congress.

The other expenses of the department (the principal items of which are the compensation of postmasters and their clerks) necessarily increase at nearly the same rate as the business of the department and its receipts for postage, when no change occurs in the rates of postage. The usual compensation of postmasters, being a commission calculated at certain rates per cent. upon the postages collected at their offices, increases in nearly the same proportion as the revenue. Since 1846 the average increase in postages and in the business of this department has been about thirteen per cent. per year. During the present fiscal year the receipts from postages may not exceed two-thirds the amount received last year, while the labors of postmasters are likely to be increased from fifteen to thirty per cent., in consequence of the increase in the number of letters and other mailable matter under the reduced rates of postage, and the free delivery of newspapers in the counties of their publication, as provided by the act of March 3, 1851.

By the sixth section of that act the Postmaster General was authorized, in his discretion, to increase the commissions to postmasters in certain cases. It was desirable that this authority should not be exercised until the accounts for the last quarter were so far adjusted and settled as to enable the department to make some reliable estimate of the amount to be derived from postages in the present fiscal year. But the anxiety of postmasters and the desire of the Auditor to fix the amount of commissions allowable

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to each postmaster at the time of settling his accounts for the quarter, seemed to render it expedient to fix the rate of allowance before the settlement of those accounts—especially as such settlement could not be completed in less than three months after the expiration of the quarter.

An order was therefore made on the 29th day of October last, of which the following is a copy:

"*Increased Commissions to Postmasters.*

"Numerous applications having been made to this department for the allowance of increased commissions to postmasters, authorized under certain conditions by the sixth section of 'An act to reduce and modify the rates of postage in the United States and for other purposes,' approved March 3, 1851, and it having been clearly shown that in most cases the labors of postmasters have been increased and their commissions reduced by the operation of said act—

"*It is ordered*, That whenever the Auditor of the Treasury for the Post Office Department shall have satisfactory proof, by affidavit or otherwise, that the labors of any postmaster have been increased and his commissions reduced, as provided for by said act, he shall allow and credit such postmaster with commissions according to the following rules, to wit:

"1st. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, did not exceed fifty dollars, *the same amount of commissions allowed for that year, with twenty per cent. added thereto*, shall be allowed and credited to the postmaster for the fiscal year ending June 30, 1852.

"2d. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, exceeded fifty dollars, and did not exceed one hundred dollars, *the same amount of commissions allowed for that year, with fifteen per cent. added thereto*, shall be allowed and credited to the postmaster for the fiscal year ending 30th June, 1852.

"3d. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, exceeded one hundred, and did not exceed five hundred dollars, *the same amount of commissions allowed for that year, with twelve and a half per cent. added thereto*, shall be allowed and credited to the postmaster for the fiscal year ending 30th June, 1852.

"4th. Where the commissions of such postmaster for the fiscal year ending 30th June, 1851, exceeded five hundred dollars, *the same amount of commissions allowed for that year, with ten per cent. added thereto*, shall be allowed and credited to the postmaster for the year ending 30th June, 1852.

"*Provided, always*, That the commissions to be allowed at any post office (other than a distributing office) shall not exceed the postages collected at such office during the period for which such allowance is made: *Provided, also*, That a special application for a further allowance to any distributing office may be made whenever the Auditor shall certify that the commissions authorized to be allowed under this order are insufficient to pay the actual and necessary expenses of such office, including the compensation of the postmaster: *And provided further*, That there shall not be allowed at any office where the compensation of the postmaster is by law limited to a fixed salary or compensation, any greater sum than shall be required to pay such salary or compensation, and the actual and necessary expenses of his office.

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"The rate of allowance after the present fiscal year is reserved for future consideration, and will be determined upon after the accounts for the first three quarters of the present fiscal year have been adjusted by the Auditor."

It is, of course, in the power of Congress to abrogate this order, and fix by law a different rate of compensation. It was intended to make the allowance as liberal as the revenues of the department would justify, but it is believed that the increase of compensation, under this order, will not be commensurate with the required increase of labor; and that, at the old rates of compensation, postmasters rendered more service in proportion to the remuneration allowed them than the officers of any other department of the government. It is believed, too, to be politic as well as just to pay a fair compensation to postmasters, that they may cheerfully and zealously co-operate in rendering successful the perhaps hazardous experiment of adopting in this comparatively new country, a large portion of which is but sparsely populated, rates of postage which, considering the expense of transportation, the area traversed by our mail routes, and the numerous points of delivery, give us beyond all question the cheapest postage in the world.

The expenditures for the present fiscal year are estimated as follows:

The annual cost of transportation, (foreign and inland,) as authorized and under contracts at the close of the last fiscal year	$4,016,588 00
Additional cost in the southern section, under new contracts, which went into effect July 1, 1851	61,941 00
Cost of service ordered, and of new routes let, during the quarter ending 30th September	80,624 00
Increased cost of transportation, under orders of the Postmaster General, for the improvement and extension of mail service, and the increased expedition of the great mails	120,000 00
Cost of new routes let during the present quarter, and probable cost of putting in operation the new routes established by Congress at the last session, and now under advertisement	29,328 00
Expenses equal to those of the last year, under the heads of compensation to postmasters, wrapping-paper, office furniture, advertising, mail-bags, blanks, mail-locks, keys and stamps, mail depredations and special agents, clerks for offices, (of postmasters,) and miscellaneous items, with 12½ per cent. added, (such expenses necessarily increasing with the increase of mail matter transported)	2,767,967 63
Amount added to the usual annual cost of mail locks and keys, by changing the same	25,000 00
Cost of publishing laws and regulations, and list of post offices	10,000 00
Cost of postage stamps	12,000 00
Total estimated expenditures for the current year	7,123,448 63

These expenditures are to be met by the balances now standing to the

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credit of the department, the receipts from postages, and the appropriations made by the acts of the 3d of March, 1847, and the 3d of March, 1851.

These will be more than sufficient to meet the expenses of the current fiscal year, but further aid from the treasury will be required for those of the succeeding year.

The accounts of postmasters for the two first quarters, under the act of March last, will not be settled by the Auditor, and the aggregate of their receipts reported, before April or May next. Until the accounts for two quarters at least, are settled, no reliable estimate of the revenues of the current year can be made. It is believed, however, that the whole amount which it will be necessary to draw from the treasury, in aid of the revenues derived from postages, will not much exceed for the two years ending June 30, 1853, that which would be collected upon matter now free, if such matter were charged with the ordinary rates of postage.

A carefully prepared report from William A. Bradley, esq., postmaster of this city, and which is hereto annexed, estimates that the free letters and other free matter sent from and received at his office for the two years ending on the first day of July last, if chargeable with postage at the rates then in force, would have yielded the amount of $4,240,820, in addition to the actual revenue of this department; and that if charged with postage at the present rates, the amount would have been $1,795,920.

It will be remembered that this does not include the free letters and other free matter sent from or received at other offices, and that during these years (between the years in which there is a presidential election) the free matter sent from the Washington post office is much less than in the year when that election occurs. Nor does it include the free circulation of weekly newspapers in the counties of their publication, nor the free circulation of newspapers, magazines, and other periodicals, by way of exchange between publishers. If all the free matter now carried in the mails were charged with postage, even at the present rates, from one million to two millions of dollars would be added annually to our receipts from postages.

In my last annual report I recommended certain reduced rates of postage, under the operation of which, it was foreseen a large deficiency of revenue for a few years would occur. It was supposed that if those rates were adopted, the accumulated surplus to the credit of the revenues of the department, and an annual appropriation from the treasury, equal to the postage, at the usual rates, upon the matter then free, would be required to meet this deficiency, and would be nearly or quite sufficient for that purpose. My recommendation was, however, only partially adopted by Congress in the passage of the act of March 3, 1851.

The rate recommended for ordinary inland letter postage was adopted, but six cents when prepaid and ten when unpaid was made the single rate of letter postage to California and Oregon, instead of twenty cents, as recommended. The rates of postage on most printed matter were reduced much below the rates recommended; weekly papers were allowed to circulate free of postage in the counties of their publication; and the free exchange of newspapers, periodicals, &c., was greatly increased.

The reduction in the rates to California and Oregon will greatly diminish the revenues from that source. A statement of the Auditor shows that the number of letters received and sent by the New York, New Orleans, and Chagres line during the month of September, 1850, was 112,085, and the postage thereon $44,385 60; and that the number of letters received and

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sent by the same line during the month of September, 1851, was 118,934, and the postage thereon, under the reduced rates, only $12,854 81.

It was supposed that the reduced rates of postage on printed matter, recommended in my report, would diminish the revenue from that source about two hundred thousand dollars per annum. The rates adopted, with the free circulation of weekly newspapers within the counties where published, and the very great extension of the privilege of free exchange between publishers, will, it is believed, diminish that revenue at least five hundred thousand dollars per annum, unless the quantity of such matter be increased more than is now anticipated.

Notwithstanding this diminution, beyond that which would have resulted from the adoption of the rates recommended, no change in the present rates of letter postage is deemed advisable.

It was recommended in my last annual report that uniform inland rates, without regard to distance, should be established on newspapers and other printed matter. It was immediately urged that the postage recommended would be unequal and unjust, and that a newspaper carried fifty miles only should not be charged with the same postage as one carried twenty-five hundred miles. The force of this objection was felt by this department and by Congress, and the experiment of numerous rates, graduated according to distance, has been tried. From the results of this experiment, I am satisfied that there should not be more than two, or at most three, different rates of inland postage on newspapers sent to actual and bona fide subscribers; and that those on periodicals and other printed matter, including transient newspapers, should be reduced in number, and more nearly assimilated to the ordinary newspaper rates. It is difficult to assign a sufficient reason for charging upon such periodicals as the reviews, the numerous magazines, and theological, medical, and law journals, more than three times the amount of postage charged for the same distance on an equal weight of newspapers. Such periodicals are less ephemeral than the ordinary newspapers, and certainly not less beneficial in their influence. The same rates of postage, according to their weight, would be just and equitable; would simplify the accounts of the department, and relieve it from the perplexing and often invidious duty of discriminating between different publications, and declaring one a newspaper and another *not* a newspaper, in cases where little difference can be perceived, and where the changed character of the next number of both might render it proper, in respect to such numbers, to reverse both decisions.

The rates of postage on all printed matter can be rendered more uniform and less complex by the adoption of suitable rates, without diminishing, very materially, the revenue. Whenever newspapers and periodicals can be sent otherwise than in the mails, at a cost less than the postage established by law, such cheaper modes of conveyance are generally adopted. For this reason, if graduated rates be established, they may be comparatively high for short distances, where the means of conveyance are cheap and rapid, without being oppressive or seriously objectionable.

There is a disposition manifested in certain quarters to urge a further reduction in our inland rates of letter postage, before the results of the last reduction are properly ascertained.

Those who take the position that the people of this country should not rest satisfied with any reduction of postage until it be made as cheap as that of Great Britain, seem to forget that our rates of postage are now, in

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fact, comparatively much cheaper than those of Great Britain; and that the condition of the two countries, in regard to nearly everything which should influence the rates of postage, is widely different.

The United Kingdom of Great Britain and Ireland has an area of about 120,000 square miles, and a population of about twenty-eight millions; while the area of the inhabited portions of the United States may be estimated at more than 1,100,000 square miles, with a population of twenty-four millions.

The results of the cheap postage system in Great Britain, and of reduced rates of postage in this country, under the act of 1845, are continually referred to as evidence that this department can sustain itself with a letter postage of two cents the single rate; but these results, when carefully considered, admonish us not to attempt a further reduction until justified by our revenues. Some of these results will be stated.

In the year ending January 5, 1839, being the year previous to the adoption in Great Britain on the 5th of December, 1839, of the four-penny rate, (followed January 10, 1840, by the penny-rate on pre-paid letters, and the two-penny rate on unpaid letters,) the gross revenue from postages in the United Kingdom was---------- £2,390,763 10s. 1½d.
And the expenditures---------- 756,999 7 4

Leaving a net revenue of---------- 1,633,764 2s. 9½d.

In 1850 the gross revenue was only---------- 2,165,349 17s. 9¼d.
While the expenditures were---------- 1,324,562 16 10

Leaving a net revenue of---------- 840,787 0s. 11¼d.

Again, the gross revenue for the eight years from 1832 to 1839, both inclusive, was £18,245,587 12s. 1¾d.; and for the eight years next succeeding the reduction, only £13,843,955 6s. 8½d.—although the franking privilege was abolished on the adoption of the penny postage, and the government paid postage at the ordinary rates. The postage paid by the government in 1847 amounted to £163,855 1s. 7d.

Our rates of postage on newspapers, pamphlets, &c., were not materially changed by the act of 1845, but the letter postage was reduced about 53 per cent., as was then estimated in the department.

The receipts from letter postage for the year preceding the reduction were $3,660,231, and for the succeeding year only $2,881,607; being a reduction of about 24 per cent. The letter postage for the nine years next preceding the reduction was $34,271,936 09, being an average of $3,807,992 89 per year; and for the five years next succeeding the reductions the letter postage was $17,696,710 71, or $3,539,342 14 per year. The increase from 1845 to 1850 in the postage of newspapers, pamphlets, &c., (which had not been reduced,) was $426,365 67, or about 70 per cent.

It is true that the expenditures of the department for the ten years prior to the reduction of 1845 exceeded its revenues, and that its revenues for the last five years have exceeded its expenditures; but before the act of 1845 the department received nothing for the free matter of Congress and the departments. Since 1845 the department has received $1,458,187 60 from the treasury, which sum has been included in the statement of its revenues; and also the further sum of $725,000 appropriated by Congress to meet the

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deficiency in its revenue which followed the act of 1845. The aggregate amount of these sums exceeds by about $775,000 the available balances to the credit of the revenues of the department on the 30th of June last. It should also be remembered that, by a provision of the act of 1845, the Postmaster General was required to accept the lowest bid which in his judgment secured the requisite certainty, security, and celerity in the transportation of the mail, and that under this rule the cost of transportation was reduced from $2,905,504 in 1845, to $2,577,407 in 1849; although the extent of our mail routes was increased during that period from 143,940 to 167,703 miles. The contracts for mail transportation are made for four years, and one of the four contract sections is let each year. The whole service had, consequently, in July 1848, undergone the process of reduction under the act of 1845, and the annual cost of transportation has from that time been steadily and necessarily increased. It will, therefore, be seen that the reduction of postage in 1845 was accompanied by a great reduction of the cost of transportation, while no such reduction can follow the act of 1851. On the contrary, that act, by the reduction of postage on printed matter, and the consequent increase of such matter in the mails, will add very largely to the cost of transportation.

In connexion with these facts it should also be remembered, that the receipts from postage in Great Britain have been greatly augmented by the establishment, since 1839, of numerous lines of ocean steamers, yielding large revenues, the expense of which lines is not charged upon the post-office department of the United Kingdom. Great Britain also collects a considerable sum for transit postage. In this country, also, the receipts from postages have been considerably augmented by the establishment of lines of ocean mail steamers, under contracts with the Navy Department and with this department; the present cost of which, and the postages thereon, appear in this report.

The expense of packet service, foreign and inland, paid by the Admiralty, and not by the post office department in the United Kingdom, is believed to have been £701,580 14s. 8d. for the year ending January 5, 1848; while the amount paid by the post office department for the conveyance of the mails, including riding work and expresses by the deputy postmasters of the United Kingdom, wages to mail guards, other coach expenses, and tolls on mail coaches, was only £419,178 17s. 2½d.

Since the date of my last annual report new contracts have been made, after due advertisement, for furnishing blanks, wrapping paper, twine, sealing wax, and marking and rating stamps for the use of the post offices of the United States; for furnishing leather and canvas mail bags and pouches, mail locks and keys, paper, blank books, and other stationery for the use of the department, and for the printing and binding required therefor. Under these contracts nearly all these articles will be supplied on more favorable terms than under the former contracts.

A contract has been made for the supply of the postage stamps authorized by the act of March last. These stamps are believed to be of superior quality, and are furnished at a less price than was formerly paid. Some of those furnished soon after the execution of the contract were found to be deficient in adhesive qualities, but it is believed that there will be no ground for future complaint.

Directions for the destruction of the dies and plates employed in the manufacture of the postage stamps formerly used have been given, and for

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counting and burning such of the stamps as have not been issued to postmasters, or have been returned.

The streets, avenues, roads, and public highways of the cities of New York, Boston, Philadelphia, and New Orleans have been established as post routes under the 10th section of the postage act of March 3, 1851, and letter-carriers appointed for the service thereon. If it is the intention of Congress to transfer the whole despatch business of the cities to the letter-carriers of the department, further legislation for that purpose is desirable.

Some weeks since, agents of this department were despatched to the North and to New Orleans, with the view of ascertaining whether the mails on the great route between the States of Maine and Louisiana might not be considerably expedited. The greater expedition, and therefore formidable competition, of ocean steamers running between prominent points on this line, seemed to render this a favorable moment for negotiations with the contractors on the present mail route. From the information obtained by the persons thus sent along these lines, it is believed that, if the contractors will meet the wishes of the department, the mail between this city and New Orleans can be expedited twenty-four hours; that the time required between this city and New York can be reduced to eleven hours; and that the mails from the south, leaving here in the afternoon, may be delivered in New York in time to be sent east to Boston, north to Albany, on their way to Buffalo, and west, along the New York and Erie railroad, by the morning trains from New York. While pursuing this object, an effort will be made to preserve at New York a close connexion of the trains carrying the mails which leave here in the morning with the evening trains which take such mails beyond New York.

The liberal disposition avowed by the contractors who have been applied to, and the general liberality of those not yet consulted, as well as the strong interest they all have in making the present line more rapid and more satisfactory to the travelling public, would seem to justify the hope that these improvements can be effected without incurring an expenditure disproportioned to the importance of the object to be attained. If, however, the negotiations now in progress shall lead to no favorable result, the attention of Congress will be called to other feasible modes of expediting the great mails between the eastern and the southern States.

The necessary orders have been made to charge failing bidders and their guarantors the difference between their accepted proposals and the amount which the department subsequently contracts to pay for the service specified in such proposals. This is required under the provisions of the 27th section of the act of July 2d, 1836, which it is believed will now be systematically and faithfully carried out. The Auditor reports that the sum of $85,762 36 was charged against failing bidders and their guarantors, according to the provisions of that act, during the last fiscal year. A large portion of this sum was charged for failures occurring in previous years.

Having ascertained, from a partial examination of the bonds of postmasters, that the penalties of very many of these bonds were, in consequence of the increase of postages, insufficient for the security of the department, and also that a large number of them were executed at a period so distant as to render it probable that the sureties might be dead or insolvent, an order was made requiring new bonds in all cases where the penalties were inadequate, or where the bond had been executed for more than six years. More

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than 5,250 new bonds were, under this order, prepared and sent out, and nearly all have been returned, examined, accepted, and registered.

A carefully revised and corrected list of the post offices in the United States has been published and distributed to the postmasters and other officers of the department. On this revision it appeared that the number of post offices in the United States was somewhat less than that stated in a previous report from this department.

The laws of Congress relating to this department, its officers and business, have been carefully compiled for republication in connexion with the general regulations of the department, which have been revised for that purpose. A large portion of the work has been for some time in the hands of the printer, and the whole is expected to be completed and distributed in February next.

Wooden marking and rating stamps have been furnished to a large class of officers whose receipts were too small to authorize the supply of metal stamps. By furnishing these and blanks of a better quality, as well as other facilities for the despatch of business, it is hoped that the labor of postmasters will be, in some degree, reduced, and greater promptness, accuracy, and despatch secured.

In consequence of the want of clerical force in the dead-letter office, my efficient Third Assistant had been compelled, for several years, to allow an accumulation, in the dead-letter office, of letters containing promissory notes, drafts, and other papers of value. This class of letters had been accumulating from 1837, and was rapidly increasing. Upon examination into the general character of their enclosures, I deemed it my duty to cause extraordinary efforts to be made to send these letters and their enclosures to the parties entitled thereto. For this purpose several clerks, whose duties might during the recess of Congress be temporarily thrown upon others in the same divisions, were detached from their respective desks and employed in this service. In order to accomplish the object in view, several persons not in the service of the department were permitted to labor in the office, with the understanding that they would be paid when Congress should specially appropriate for that purpose a sum sufficient for their compensation. This course was the more necessary, as, during the last summer, some 2,400 pounds of dead letters, which had been suffered to accumulate in California since the extension of our mail service to San Francisco, in the hope that Congress would authorize them to be opened and examined there, were returned to the department. The amount equitably due to the persons thus allowed to labor in the department is estimated at $505 42. As the increased labor thrown upon the department by the new postage act of the 3d of March last, rendered it impossible to register and send out the letters referred to without some such arrangement, and as by it the letters accumulated during the previous years, and most of those received during the present year, have been properly disposed of, it is believed Congress will not hesitate to make the necessary appropriation. That it be made at an early day is earnestly recommended.

The requirement of the return of weekly and monthly registers of the arrivals and departures of the mails at the termini of each route, showing whether the number of trips contracted for had or had not been performed according to contract and within schedule time, has introduced greater efficiency and regularity into the service.

During the last fiscal year, as appears by the report from the Inspection

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Office, the fines imposed upon contractors on inland routes amounted to $8,081 87; of which the sum of $10 25 has been remitted. The deductions on account of failures and irregular service on such routes amounted, during the same period, to $25,971 89; of which the sum of $84 77 has been remitted. The deductions made during the same period for failures and irregularities on foreign routes under contracts with this department amounted to $1,450, and the fines and deductions which the Navy Department has been advised to make on routes under its control (the inspection of which has been transferred to this department) amounted to $1,958.

The special agents of the department have been actively and usefully employed in the discharge of their various and important duties. The increased salaries authorized by an act of the last Congress have not been paid them, the necessities of the service forbidding such reduction of their number as would justify the payment of the increased salary out of the present appropriation. These officers render important service to the department and to the public. Through their exertions mainly the proportionate increase of depredation and loss, with the growth of the country and extension of mail transportation, has been materially checked, while the number of arrests and convictions for violation of the laws has been greatly increased. Much of the service is performed in cities, and is of a nature to involve large expenses. I recommend an appropriation for the deficiency of salary allowable to them under the existing laws.

The postmasters and other persons in the service of the department have, with few exceptions, discharged their duties with fidelity, promptness and accuracy, and have endeavored to increase the efficiency, utility and reputation of the department.

On the 3d of January last, S. R. Hobbie, esq., then First Assistant Postmaster General, was appointed a special agent and postal commissioner, and despatched to Cuba and Panama, with instructions to make, if practicable, suitable arrangements for an exchange at Cuba of mails from and to the West India islands, the Atlantic coast of South America, and to points on the Gulf of Mexico and elsewhere reached from Havana by British mail packets, but to which our own mail arrangements did not extend; and also to effect, if practicable, an arrangement for the exchange at Panama of mails from and to the western coast of South America.

Temporary arrangements for these purposes were agreed upon by Mr. Hobbie, and confirmed by the department. These arrangements have been found to be useful; but the increase of correspondence with the points named will soon render more perfect arrangements desirable.

Mr. Hobbie was also instructed to proceed to California and aid the resident agent of the department at the opening of the proposals for mail service, which he had been directed to invite. It was then the expectation that Mr. Hobbie would reach San Francisco in time for the lettings, but an attack of fever unfortunately detained him on the isthmus beyond that time. The service was, however, satisfactorily performed by the resident agent and the postmaster of San Francisco. Mr. Hobbie reached San Francisco soon after, and before the contracts were arranged and executed, and was able to render efficient service in aid of the resident agent.

As Mr. Hobbie continued in service as special agent of this department for some time after the 1st of April, when his resignation as First Assistant Postmaster General took effect, I respectfully recommend that Congress

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make adequate provision for the payment of his expenses and a suitable compensation for his services.

It was hoped and expected, at the time the advertisements for proposals for mail service in California and Oregon were ordered, that Congress would authorize a regular letting to be concluded there, and contracts for the usual period to be executed under the supervision of the agents of the department, acting under its general instructions. Congress, however, adjourned without conferring this authority, and the agent in California was instructed to make temporary contracts only. Acting under this instruction, the agent, who had received bids for service until the 30th day of June, 1854, (the end of the regular contract term in the section to which California and Oregon belong,) very properly received from the accepted bidders contracts for the residue of the contract term, endorsing upon each an agreement signed by the contractor, giving to the Postmaster General "the right to discontinue the service at the end of one year, or on the 30th day of June, 1852, making such additional allowance for the year's service as to him shall seem just, proper, and equitable."

As these contracts provide for service at prices more than fifty per cent. less than those paid under the previous contracts, and as low as can probably be obtained at a new letting, it is respectfully recommended that a joint resolution legalizing such contracts for the residue of the contract term be adopted at an early day.

Contracts for the service in Oregon, under proposals received and opened in pursuance of an advertisement, directed under the same circumstances and with the same expectations as that directed in California, have been executed for the residue of the contract term, to end on the 30th of June, 1854, and returned by the agent to this department. The acts of the agent have been confirmed so far as to authorize temporary contracts only. The prices of the service stipulated for are high, but it is believed that they are nearly or quite as reasonable as could be obtained at a new letting. The early passage of a joint resolution to legalize these contracts for the residue of the contract term is recommended.

Under the provisions of the first section of the navy appropriation act, approved March 3, 1851, contracts have been made with the Pacific Mail Steamship Company to increase the trips of the mail line between Panama and Oregon to semi-monthly; thus making that service conform to the semi-monthly service on the Atlantic side of the isthmus, as directed by the section referred to. This service was contracted for at the rate of seventy-five per cent. of the cost of the trips under the original or former contract; and the contract therefore is believed to be in strict accordance with the provisions of the act referred to.

Under the provisions of the same section, this department has consented to a temporary arrangement by which the mail steamers from New York to Havana are not required to touch at Charleston or Savannah; and the contract for semi-monthly service between the ports last named and Havana has been renewed for four years, from the 1st day of July last, at the price theretofore paid for that service.

The contractors for the mail service from New York and New Orleans, via Havana, to Chagres, some time since proposed to take mails by their steamers, which run direct to Chagres, in addition to the mails taken by their steamers touching at Havana. They desired additional compensation therefor. This department declined to assume for the government either

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an express or implied obligation to make such compensation, but consented to send mails by such steamers, with the express understanding that no obligation to pay for such service was thereby incurred, but without requiring the contractors expressly to relinquish all claim to compensation, and thus preclude an application to Congress.

The opening of the route now in operation by way of Lake Nicaragua, and the probability that other competing routes from the Atlantic cities to California will, ere long, be in operation, and upon which the mails may perhaps be transported with greater despatch and economy than upon the present route, renders it expedient to proceed with great caution in adding to the cost of the present service, and to reserve, in all cases, the right to discontinue such service and pay whenever the public interest may require.

No contract has been made for the transportation of the mails across the Isthmus of Panama, under the second section of the "Act to establish certain post routes, &c.," approved March 3, 1851. The government of New Grenada has consented that the service may be performed by the Panama Railroad Company, and a proposition from the president of that company for the transportation of our mails across the isthmus was favorably regarded. As, however, there were difficulties in the way of making a permanent contract in conformity with the requirements of the section above referred to, it was suggested that the railroad company should commence the transportation of the mail as soon as their road should be so far completed and in operation as to increase the expedition of the mails, and that this department should recommend to Congress to authorize payment therefor at a price per pound slightly above the average price now paid under the treaty with New Grenada. The president of the railroad company has given notice that on and after the 1st of December next (1851) the company will be ready to receive and transport the mail under this arrangement, and orders for its delivery to that company have been issued. This will expedite very considerably the transportation across the isthmus. I respectfully recommend an appropriation for the compensation which will be equitably due to the railroad company.

The contract with the Collins line of mail steamers between New York and Liverpool requires the performance of but twenty trips out and back during the year. For the purpose, however, of arranging *weekly* trips in American steamers, alternating with those of the Cunard steamers which depart weekly from this country and England, these steamers have made departures each alternate week, and have thus completed a weekly line of American steamers from New York. If these trips are continued as heretofore, there will have been performed in the present year three more trips than are provided for in the contract, and to continue the weekly trips thereafter will require six additional trips per year.

As the English government had made new arrangements by which the weekly trips of the Cunard steamers were to be continued through the year, it was deemed highly important to continue the weekly trips of the American steamers also. Under these circumstances, Mr. Collins was requested to continue his trips every other week, and was assured that the payment, by Congress, of a pro rata compensation, would be recommended. It is claimed by the contractors, and it is believed justly, that a pro rata compensation for these extra trips in the winter season, will not fully indemnify them; and if the extra trips are performed, it is earnestly recommended that a pro rata compensation, with such addition, if any, as may be necessary

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to give to the contractors a fair and liberal compensation for the extra service, be authorized by Congress. The unrivalled qualities and speed of the ships of this line, and the very satisfactory manner in which the service has been performed, establishing the superiority of American skill and enterprise in the construction of ocean steamers and in ocean steam navigation, entitle the proprietors of this line to the most favorable consideration, and I cannot doubt that Congress will make the appropriations recommended.

From the Auditor's report, it appears that the whole amount of postage, including inland, sea, and foreign, on letters, &c. received and sent by the different lines of United States mail steamers, during the last fiscal year, was $867,891 52, as follows:

Line from New York to Liverpool, (Collins)	$205,841 71
Line from New York, via Southampton, to Bremen	94,598 03
Line from New York, via Cowes, to Havre, (for nine months only)	38,110 74
Lines from New York and New Orleans, via Havana, Chagres, and Panama, to California and Oregon	529,341 04
	867,891 52

The postages accruing on letters carried by the lines from the Atlantic cities to California and Oregon will be much diminished in consequence of the reduction of postage made by the act of 1851, and of the increased number of letters sent by private expresses. Upon the other lines a very considerable increase is confidently expected.

The attention of this department having been directed to the subject of postal communication between the United States and Mexico, it has ascertained that satisfactory propositions can probably be obtained for a line of mail steamers from New Orleans, by way of Tampico, to Vera Cruz.

The establishment of such a line would no doubt greatly facilitate and increase the postal intercourse between the two countries, and in that regard alone is worthy of the consideration of Congress. But it would also, it is believed, be productive of great political and commercial advantages; would abate national antipathies and prejudices; promote and increase friendly views and relations between the people of the two countries, and unite more closely by mutual benefits the two great republics of the western hemisphere. For the reasons thus briefly adverted to, I respectfully advise that the establishment of a line of mail steamers to Vera Cruz be recommended to Congress. An examination of the treasury tables of exports and imports to and from Mexico for the last ten years will, it is believed, show the importance of such a line to the interests of the whole country—especially to that large portion of it situated on the Mississippi and its tributaries—and justify defraying from the treasury the expense of its establishment.

Offers have been made to this department to contract for mail service from New York to Antwerp;

From New York, by Gibraltar, Marseilles, and Toulon, to Genoa;

From New York to San Francisco, by the Nicaragua route, which is now in operation;

From New York to Galway, in Ireland;

From Philadelphia to Havana;

From New York, by St. Thomas, &c., to Venezuela;

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From Philadelphia to Antwerp, and from New York to New Orleans by ocean steamers, in connexion with a contemplated railroad service across the State of Florida.

Believing that the future revenues of the department would prove insufficient to justify the employment of the service embraced in these offers, most of the parties making them have been informed, in substance, that no contract for the service would be made by this department, and that their applications should be submitted to Congress. Some, if not all, of these lines would be found exceedingly useful and advantageous, if the service could be obtained at rates not disproportioned to the public benefits secured by their establishment.

It is understood that the Belgian government is ready to co-operate in the speedy establishment and maintenance of the line to Antwerp. That point is a favorable one for the correspondence between this country and the continent of Europe, and it is not doubted that the establishment of such a line would be exceedingly advantageous to the two countries, not only in respect to their postal intercourse, but also, in a much higher degree, to their commercial interests. A hope is entertained that this subject will be found to deserve favorable consideration.

A copy of the proposition of Mr. Ambrose W. Thompson, in behalf of himself and his associates, for the establishment of a line of mail steamers between New York and Galway, is herewith submitted. This proposition was received on the 28th instant, too late for deliberate consideration. It will be seen that Mr. Thompson proposes to enter into contract to carry the mail for ten years, in steamships readily convertible into war steamers, for $100,000 per annum for each ship employed; or to contract for such service, and receive therefor only the postages which shall arise from such mail matter as may be actually transmitted in the ships of the proposed line. This department has, perhaps, no authority to make contracts giving to such a line the postages accruing thereon; and even if it has, there is a manifest propriety in submitting the matter to Congress. There is much reason to believe that such a line would lessen the time now required for the transmission of the mails between this country and England and Ireland, and other and cogent reasons, not directly connected with its usefulness for mail purposes, have been strongly urged in favor of its establishment. As these reasons will, without doubt, be soon presented to Congress by those most familiar with the subject, I shall perhaps best promote the object by simply recommending it to the early and favorable consideration of that body.

Application has also been made for the extension of the trips of the steamers of the New York and Havre line to Bremen. The subject is yet under advisement.

A postal agreement with the Canadian Post Office Department has been concluded, and the arrangement for which it provided is now in successful operation. Under this arrangement the postage on a single letter from any point in the United States to any point in Canada is ten cents, or sixpence of Canada currency—except where the letter is to be transmitted over 3,000 miles from the boundary line at the point of crossing, when the single rate of postage is fifteen cents—payable in either country. A copy of this agreement is hereto annexed.

An agreement of a similar character has been made with the Post Office Department of New Brunswick, embracing in its provisions Cape Breton, Nova Scotia, and Newfoundland.

Looking to the eventual establishment of a mail line between California and China, via the Sandwich Islands, the postmaster of San Francisco was some months since instructed to make up and forward, by every convenient opportunity, all letters for those distant countries where the inland postage to the San Francisco office was pre-paid.

Under a provision in the second section of the postage act of last session, an order was made, by the advice and consent of the President, and went into effect on the first of July last, establishing two cents as the rate to be charged on each newspaper (not passing through Great Britain) mailed in the United States for or received from any foreign country, other than the British North American provinces, and the West Coast of South America, where different rates were found more applicable and different arrangements were made. A rate of two cents for United States postage on newspapers transmitted between the United States and Great Britain, had been already fixed by the existing postal treaty with that country. This order was considered advisable, not only in view of the desired postal arrangements with France, Prussia, and Belgium, but also of having, as far as practicable, simple and uniform rates of newspaper postage between the United States and the States of Western Europe.

The postal convention with Prussia, which has for many months been ready for signature, as soon as a reduced rate of transit postage should be consented to by the British government, is still unsigned, in consequence of the failure of negotiations with Great Britain for the adoption of satisfactory rates of transit postage on letters passing through that kingdom to countries beyond. For the same reason the negotiations with France for a similar postal arrangement have not been pressed to a final conclusion, and a pending proposal for a postal convention with Belgium, in connexion with a proposition for the establishment of a line of mail steamers to Antwerp, has been postponed for future consideration.

The renewed determination of Great Britain to insist upon a transit rate on letters passing through England, which is deemed excessive, is a subject of regret. By the postal treaty of December, 1848, this government made the most liberal concessions. The terms of the treaty were highly favorable to Great Britain, but I am constrained to say that, in my judgment, the liberal spirit then manifested by the United States has not been reciprocated. The treaty provided that the British government might send letters in closed mails through the United States, (mostly by the way of New York or Boston,) to their North American Provinces, at twelve and a half cents the ounce, which was deemed equivalent to only one-half the rate then paid by our own citizens on letters conveyed the same distance.

This provision was conceded, although the transit rates on letters passing through England on their way from or to this country, were left (temporarily, as was then supposed) to be determined by the British post office, except that they were not to exceed the rates which that office then charged, or should thereafter charge, upon letters from British colonies or possessions, or foreign countries, passing through England in like manner; and although it was known that the rates usually charged (being different in respect to letters addressed to different countries) averaged about thirty cents the ounce.

It was then expected that this arrangement in respect to the transit rates of the two countries would be speedily superseded by one more in accord-

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ance with the views of mutual benefit and accommodation entertained by this government; and to that end the following provision was inserted in the 12th article of the treaty:

"But the two contracting parties agree to invite France to enter into communication with them, without loss of time, in order to effect such arrangements for the conveyance of letters and newspapers and closed mails through the territories of the United States, of the United Kingdom, and of France, respectively, as may be most conducive to the interests of the three countries."

Negotiations between the three countries on this subject were protracted by the refusal of Great Britain to assent to an arrangement deemed fair and reasonable, until France has at-length consented to a separate arrangement with Great Britain, reducing the transit rate on letters passing through that country from and to France from thirty to twenty-four cents the ounce.

The same rate was insisted upon as the basis of an arrangement with this country, but was deemed excessive, and has not been assented to.

Our convention with Great Britain can be annulled by either of the two governments after one year's notice to the other; and if satisfactory transit rates be not soon agreed to, this government should seriously consider whether the notice provided for in the treaty shall not be given.

It is well known that vessels from foreign ports continually bring into this country large numbers of letters which are not delivered into the post offices of the ports of arrival, as required by law. In steamers running on the routes from New York and New Orleans to San Francisco, including even the mail steamers under contract with the United States, large numbers of letters are continually sent by express companies, and the authority now vested in this department and its officers is insufficient to prevent it. The evil is one of such magnitude, and bears so heavily upon the revenues of the department, that it is earnestly recommended that the laws applicable to the subject be carefully revised. It is suggested that it be made highly penal for express companies, their agents, or other persons, to carry letters on these routes outside of the mails, and that it be made the especial duty of all officers of the customs, and all special agents of the Post Office Department, to examine on board vessels, on their arrival, all packages which they shall have good reason to believe contain letters, and to seize the same, under such restrictions and with such directions for their subsequent disposal as may be deemed expedient. The master or other officer in charge of such vessel should also be required to make an affidavit, before such vessel should be permitted to break bulk or make entry in any port of the United States, that he has, to the best of his knowledge and belief, delivered or caused to be delivered to the post office at or nearest to such port, all bags, packages, or parcels containing letters that were on board such ship at the time of its arrival, except such letters as are exempted by law. In view of the present low rates of postage, the great expense of maintaining these lines of steamers, the comparatively small amount of postage which will hereafter accrue from them, and the ease with which the present laws are evaded, prompt and decisive action is urgently recommended.

The security of our mails requires that further provision should be made to punish as felons all persons who shall steal or obtain by false pretences, or knowingly and unlawfully make, forge, or counterfeit any key suited to any lock which has been or shall be adopted by the Post Office Department, for use, and which shall then be in use, on any of the mails of the

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United States; or who shall have in their possession any such mail key with the intent unlawfully or improperly to use, sell, or otherwise dispose of the same; or who, being employed in the manufacture of mail locks or keys for the use of the department, whether as contractors or otherwise, shall deliver any finished or unfinished mail key or mail lock, or the interior parts thereof, to any person not duly authorized under the hand of the Postmaster General and the seal of the department to receive the same, unless such person be engaged in the manufacture thereof in the manner authorized by the contract for such manufacture.

Most assuredly these locks and keys should be protected by provisions as stringent and as highly penal as treasury notes or any other public security. The stealing of mail locks should be punished as felony, for reasons that will readily occur.

Great numbers of canvass mail bags sent out from this city and the larger offices are never returned, and are improperly appropriated. They are plainly marked "U. S. Mail," so that no one can be mistaken in regard to their purpose and ownership; yet it is believed that great numbers of them have been improperly taken and kept for private use. By the acts relating to the army, heavy penalties have been imposed for purchasing the arms or uniform clothing of an enlisted soldier, and a similar penalty should certainly be imposed upon those who unlawfully appropriate the mail bags or pouches, mail locks, or other property of this department.

The provision of law which now authorizes postmasters to sell newspapers not called for, for the postage thereon, should be extended to all classes of printed matter; and it should be made the duty of all postmasters to sell all such dead printed matter, and account for the same under such regulations as the department may prescribe.

Plank roads, affording the means of a more rapid and easy communication between important points on existing mail routes, are common in different portions of the country. It frequently occurs that no mail service can be placed thereon because they are not on the line of any established post route. It is therefore suggested that a law be passed authorizing contracts for carrying the mail on all plank roads, and declaring that plank roads on which the department shall provide for carrying the mail shall, while the mail is so carried thereon, be deemed public post routes. A similar provision in relation to canals was adopted in 1836.

The increasing abuses of the franking privilege render desirable some further legislation in respect thereto. The franking as public documents of matters which are not such; the distributing of franked envelopes to persons not entitled to the franking privilege; the franking as "official," letters which are not such; the use of the frank to cover innumerable circulars for the benefit of others than the parties who frank them, and the franking of letters of other persons, are presented as some of the existing abuses. All these should, in my judgment, be prohibited by severe penalties, and a conviction for such an offence should deprive the offender of his franking privilege. It is also proper that the attention of Congress should be directed to the fact that the penalty of five hundred dollars, imposed by the existing law, is found to be insufficient to prevent the counterfeiting of franks, either with or without the assent of the person whose frank is counterfeited.

Authority should be given to the department to increase the compensation of its special agents in California and Oregon, to an amount more

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nearly corresponding with the general high prices of those sections. These agents, acting at points remote from the central organization of the department, must necessarily be invested with a large discretion, and implicitly relied upon for the information on which the action of the department in respect to those portions of the country must be based. The highest salaries now authorized to be paid are entirely inadequate, and to secure the services of competent men, assurances have been given that authority to pay a higher compensation for past as well as future services would be asked for. The early passage of an act authorizing the Postmaster General to allow them a just compensation for their past services, and adequate salaries for the future, is earnestly and urgently recommended.

The Postmaster General should also be empowered to authorize the special agents in California and Oregon, respectively, to receive, open, and decide upon proposals for mail service, and, in the presence and with the aid of such postmaster as the department shall designate, to open the dead letters accumulated from time to time within their districts, to destroy those found to be of no value, and to return to the department those containing valuables, under such regulations and instructions as may be deemed proper.

An extension of the building occupied by this department, for the better accommodation of its several bureaus, the Auditor's office, and the city post office, was recommended in my last annual report. The reasons then urged for such extension are constantly acquiring additional force. The rooms of the post office building, now unreasonably crowded, will soon be entirely insufficient for the accommodation of the business of this department and of the Auditor's office. Indeed, it is now, and during the last year has been, found necessary to occupy several rooms over the city post office, where the papers of the Auditor's office are exposed to loss by fire and other causes. Large quantities, too, of important papers, are from necessity packed in the halls and in the basement or cellar of the main building, where they are exposed to mildew and gradual destruction. They should not be so exposed; for the loss of the papers of the department, and especially of the Auditor, would be a public calamity, and would be irreparable. I respectfully ask that it be earnestly and urgently recommended to Congress to take immediate and effectual measures for the extension of the west wing of the present post office building, or for the erection of its north front, as originally contemplated.

The accommodations for the post office of this city are entirely unsuitable and insufficient. Situated at the seat of the national government, and appropriated chiefly to the correspondence of its various departments, it is continually visited by the representatives of foreign governments and strangers from every part of the world. Its present condition is not only unsafe, but decidedly discreditable to this department and the country. Some improvements made during the last fiscal year have afforded partial and temporary relief from the evils before experienced for want of room; but other arrangements of a creditable and permanent character should soon be made.

In my last annual report I also recommended that the laws for the government of the department and its officers, which are numerous and complicated, have been enacted at different periods, and contain many obsolete and conflicting provisions, should be revised. An entire revision of these laws, and the passage of a single act containing all the provisions of law relating to

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this department and its officers, would give greater efficiency to its operations. Such a revision is again respectfully recommended.

I again renew the recommendation that the assistant Postmasters General be placed upon the same footing in respect to salary as the heads of bureaus in other departments. I cannot but regard the invidious discrimination now made between these officers—whose duties certainly require equal capacity, and whose labors are admitted to exceed those of officers of like grade in other departments—as incongruous, and detrimental to the interests of the department.

The increased business of this department, consequent upon the rapid growth of the country and the extension of its correspondence, made it necessary in 1846 to assign to the chief clerk of the department the duties appropriate to the head of a bureau. These duties have since been greatly increased, and it is submitted that he should have the official designation and salary corresponding with his duties. To bestow them now would be to render but justice to an able and faithful officer, who has served the department long and well.

The foreign desk of the department has become one of great importance, requiring more than ordinary capacity and labor for the discharge of its duties. It is respectfully suggested that authority should be given to increase the compensation of the officer performing them to that of a principal clerk, by adding $200 to his present salary.

The annexed reports from my first and third assistants will present useful and interesting details of the business of their respective bureaus, as well as show the necessity for a similar increase of the clerical force of the department. Believing that such increase is required for the despatch of the business of the department, with promptness and accuracy, I recommend the increase which these reports suggest.

In conclusion, I desire again to acknowledge my obligations to the Assistant Postmasters General, and the clerks of the department, for the zeal and assiduity manifested by them in the discharge of their laborious duties, and especially for the cheerful willingness with which many of them have, when necessary for the despatch of the business of the department, labored beyond the usual office hours, and in the discharge of duties not pertaining to the desks to which they had been assigned.

N. K. HALL,
Postmaster General.

To the PRESIDENT.

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*Table of mail service for the year ending 30th of June, 1851, as exhibited by the state of the arrangements at the close of the year.**

STATES.	Length of routes.	ANNUAL TRANSPORTATION AND RATE OF COST.							
		Mode not specified.		In coach.		In steamboat.		By railroad.	
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*
Maine	4,470	1,867	12,276	2,405	25,022	.....	.....	198	15,397
New Hampshire	1,976	716	5,338	1,990	6,599	30	100	240	18,240
Vermont	2,554	844	8,075	1,295	12,480	.....	.....	415	32,262
Massachusetts	3,115	963	14,218	831	15,908	265	4,500	1,056	100,603
Rhode Island	422	217	2,173	111	1,571	.....	.....	94	8,612
Connecticut	1,879	683	8,529	622	11,178	30	150	544	46,471
New York	14,976	5,792	55,021	6,543	90,569	1,145	61,000	1,496	176,175
New Jersey	2,544	1,164	8,898	1,135	14,581	28	300	217	36,972
Pennsylvania	12,523	8,039	50,704	3,898	64,181	.....	.....	586	57,915
Delaware	545	335	3,424	210	5,856	.....	.....	.....	†
Maryland	2,542	1,571	14,900	555	24,982	.....	.....	416	118,450
Ohio	12,645	7,934	45,743	3,431	91,145	724	24,414	556	76,799
Virginia	12,345	9,517	62,935	1,891	32,800	610	26,844	327	52,507
North Carolina	7,983	5,918	34,825	1,536	33,904	282	89,500	247	46,700
South Carolina	4,931	3,872	33,214	571	15,975	160	14,000	328	45,366
Georgia	7,863	5,289	42,540	748	15,490	1,158	11,660	668	80,376
Florida	2,881	2,042	17,189	536	10,457	280	4,100	23	620
Michigan	5,252	2,814	11,891	1,442	21,232	653	10,360	343	34,482
Indiana	8,479	6,771	40,761	1,549	36,873	.....	.....	159	10,650
Illinois	11,358	6,583	33,502	4,525	117,307	145	7,500	105	6,344
Wisconsin	4,619	3,032	16,515	1,537	22,789	50	800	.....	.....

* The entire service and pay are set down to the State under which it is numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.

† The Baltimore, Wilmington and Philadelphia railroad is under a Maryland number.

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A—Continued.

STATES.	Length of routes.	ANNUAL TRANSPORTATION AND RATE OF COST.							
		Mode not specified.		In coach.		In steamboat.		By railroad.	
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*
Iowa	3,093	2,030	11,732	1,063	16,223	.....	.....	.....	.....
Missouri	12,127	7,178	38,999	3,493	72,127	1,456	*20,280	.....	.....
Minnesota Territory	689	364	678	55	250	270	650	.....	.....
Kentucky	9,466	5,433	34,252	1,738	47,224	2,240	†74,900	55	1,535
Tennessee	8,327	5,896	31,213	1,942	42,666	489	8,000	.....	.....
Alabama	7,451	5,865	45,388	1,374	67,568	91	12,225	121	17,443
Mississippi	6,144	4,693	41,693	908	33,014	484	12,415	59	5,950
Arkansas	6,162	4,821	31,010	391	18,382	950	19,000	.....	.....
Louisiana	3,917	2,515	26,754	467	18,666	933	‡39,195	2	150
Texas	8,748	6,599	52,360	979	38,854	1,170	32,000	.....	.....
Total	192,026	121,357	836,750	48,771	1,025,874	13,643	423,893	8,255	985,019
California	3,729	3,246	90,495	223	18,785	260	21,000	.....	.....
Oregon Territory	535	360	7,438	45	2,500	130	10,000	.....	.....
Route and local agents and mail messengers	.....	.....	.....	.....	.....	.....	.....	.....	.....
Foreign mails	7,749	60	§48,937	.....	.....	7,689	400,000	.....	.....
	204,039	125,023	983,620	49,039	1,047,159	21,722	854,893	8,255	985,019

* This embraces the steamboat service from St. Louis to New Orleans.

† This embraces the steamboat service from Louisville to Cincinnati and from Louisville to New Orleans.

‡ This includes the route from New Orleans to Mobile.

§ This is for service from Panama to Chagres performed by the New Grenadian government under treaty, at a stipulated price per trip, according to the weight of the mail, and which varies from year to year. The sum stated, $48,937, is the amount paid the last fiscal year.

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STATES.	Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual rate of cost.
	Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*
Maine	381,978	972,712	.....	177,528	1,532,218	52,695
New Hampshire	180,232	359,944	7,800	212,160	760,136	30,277
Vermont	237,120	513,240	.....	235,668	986,028	52,817
Massachusetts	388,856	467,688	165,360	1,218,312	2,240,216	135,229
Rhode Island	72,904	63,024	.....	86,112	222,040	12,356
Connecticut	244,384	286,520	30	552,944	1,083,878	66,328
New York	1,532,413	2,896,575	776,534	2,177,604	7,383,126	382,765
New Jersey	313,872	481,416	14,560	264,368	1,074,216	60,751
Pennsylvania	1,300,052	1,848,870	.....	561,990	3,710,912	172,800
Delaware	85,592	96,304	.....	.....	181,896	9,280
Maryland	343,139	406,120	.....	601,224	1,350,483	153,333
Ohio	1,203,776	1,861,683	299,260	516,984	3,881,703	238,101
Virginia	1,541,454	573,736	321,919	233,961	2,671,070	175,086
North Carolina	846,560	517,504	162,864	179,816	1,706,744	154,929
South Carolina	579,196	209,040	116,480	230,828	1,135,544	108,555
Georgia	792,082	333,944	157,664	470,152	1,753,842	150,066
Florida	206,416	145,912	39,520	7,176	399,024	32,866
Michigan	341,165	593,138	142,688	304,720	1,381,711	77,965
Indiana	1,018,304	652,324	.....	99,216	1,769,844	88,284
Illinois	828,156	1,770,060	60,320	65,520	2,724,056	164,653
Wisconsin	319,356	580,882	10,400	.....	910,638	40,104
Iowa	303,264	407,472	.....	.....	710,736	27,955
Missouri	915,460	538,264	908,544	.....	2,362,268	131,406
Minnesota Territory	29,640	7,592	32,769	.....	69,992	1,578
Kentucky	893,070	876,464	1,242,791	40,040	3,052,365	157,911
Tennessee	892,704	700,128	101,712	.....	1,694,544	81,879
Alabama	933,244	686,296	60,320	83,616	1,763,476	142,624
Mississippi	744,952	314,184	34,320	247,650	1,340,976	93,072

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A—Continued.

STATES.	Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual rate of cost.
	Miles.	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*
Arkansas	619,840	121,992	207,504	.....	949,336	68,392
Louisiana	352,560	144,040	293,152	1,248	791,000	84,765
Texas	772,052	208,208	130,000	.....	1,110,260	128,214
Total	19,213,793	19,635,276	5,286,502	8,568,707	52,704,278	3,271,586
California	288,604	86,632	162,240	.....	537,476	130,280
Oregon Territory	19,578	4,680	6,240	.....	30,498	19,968
Route and local agents and mail messengers	.....	.....	.....	.....	.....	145,897
Foreign mails	2,880	.....	190,592	.....	193,472	448,987
	19,524,855	19,726,588	5,645,574	8,568,707	53,465,724	4,016,588

POST OFFICE DEPARTMENT, *November* 24, 1851.

N. K. HALL, *Postmaster General.*

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B.

Statement of the number of post offices and length of post roads in the United States, the annual amount paid for mail transportation, and of receipts and expenditures of the Post Office Department at periods of five years from 1790 *to* 1835, *inclusive.*

Years.	Number of post offices.	Length of post roads.	Paid for transportation.	Receipts.	Expenditures.
1790.....	75	1,875	$22,081 00	$37,935 00	$32,140 00
1795.....	453	18,207	75,359 00	160,020 00	117,898 00
1800.....	903	20,817	128,644 00	280,804 00	213,994 00
1805.....	1,558	31,076	239,685 00	421,373 00	377,367 00
1810.....	2,300	36,406	327,966 00	551,684 00	495,969 00
1815.....	3,000	43,748	467,779 00	1,043,065 00	748,121 00
1820.....	4,500	72,492	782,425 00	1,111,927 00	1,160,926 00
1825.....	5,677	94,052	785,646 00	1,306,525 00	1,229,048 00
1830.....	8,450	115,176	1,272,156 00	1,919,300 00	1,959,109 00
1835.....	10,770	112,774	1,553,222 00	3,152,376 00	2,585,108 00

POST OFFICE DEPARTMENT, *November* 28, 1851.

J. MARRON,
Third Assistant Postmaster General.

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C.

Statement of the number of post offices, the length of mail routes, and extent of mail transportation in the United States, and of the amount of receipts and expenditures of the Post Office Department, under appropriate heads, in each year, from 1840 *to* 1851, *inclusive.*

Year.	No. of post offices.	Length of post roads.	Annual transportation.		Receipts.				Expenditures.			
			Railroad and steamboat.	Other modes of conveyance.	Letter postage.	Newspapers and pamphlets.	All other receipts.	Total.	Paid for transportation.	Compensation to postmasters.	All other expenses.	Total.
		Miles.	*Miles.*	*Miles.*	*Dols. & cts.*	*Dols. & cts.*	*Dols. & cts.*	*Dols. & cts.*	*Dols. & cts.*	*Dols. & cts.*	*Dols. & cts.*	*Dols. & cts.*
1840	13,468	155,739	3,889,053	32,481,723	4,003,776 07	535,229 61	4,516 24	4,543,521 92	3,213,042 61	1,029,[illegible] 90	476,745 13	4,718,235 64
1841	13,778	155,026	3,946,450	31,050,075	3,812,738 61	566,245 46	28,742 20	4,407,726 27	3,034,813 91	1,[illegible]21,379 22	443,334 48	4,499,527 61
1842	13,733	149,732	4,424,262	30,411,729	3,953,315 20	572,225 25	*h*503,966 20	5,029,506 65	4,192,196 06	1,041,535 15	441,020 55	5,674,751 76
1843	13,814	142,295	5,692,402	29,560,403	3,738,307 54	543,277 39	14,640 50	4,296,225 43	2,982,51[illegible] 47	995,009 57	397,231 67	4,374,753 71
1844	14,103	144,687	5,747,355	29,662,269	3,676,161 53	549,743 83	11,382 47	4,237,287 83	2,9[illegible],946 78	988,230 20	395,335 72	4,296,512 70
1845	14,183	143,940	6,484,592	29,149,677	3,660,231 38	608,765 22	*i*170,845 20	4,439,841 80	2,898,630 48	1,033,112 06	388,989 45	4,320,731 99
1846	14,601	149,679	7,781,828	29,616,670	*a*2,881,697 74	*f*652,142 49	*j*645,249 74	4,089,089[illegible] 97	2,597,454 66	1,042,079 74	444,798 02	4,084,332 42
1847	15,146	153,818	8,084,922	30,802,977	*b*3,198,957 43	*g*643,160 59	*k*171,329 12	4,01[illegible],447 14	2,476,455 68	1,060,228 19	434,591 25	3,971,275 12
1848	16,159	163,268	8,713,200	32,299,379	3,340,504 10	767,334 85	53,438 90	4,161,077 85	2,545,232 12	1,254,345 65	527,272 50	4,326,850 27
1849	16,747	167,702	8,945,153	33,598,916	*c*3,882,762 62	819,016 20	3,397 46	4,705,176 28	2,577,407 71	1,320,921 34	580,720 08	4,479,049 13
1850	18,417	178,672	10,634,574	35,906,810	*d*4,575,663 86	919,485 94	4,835 06	5,499,984 86	2,965,786 36	1,549,376 19	697,790 88	5,212,953 43
1851	19,796	192,026	13,855,209	38,849,069	*e*5,369,242 76	1,035,130 89	6,230 68	6,410,604 33	3,538,063 54	1,781,686 34	958,651 80	76,278,401 68

a Including $210,205 28 received for letter postages of the government.

b Including $163,505 48 received for letter postages of the government.

c Including $35,611 22 of British postages.

d Including $147,063 82 of British postages.

e Including $58,626 44 of British postages.

f Including $22,089 81 received for newspaper and pamphlet postages of the government.

g Including $20,942 59 received for newspaper and pamphlet postages of the government.

h Including $482,657 drawn from the treasury under the act approved September 9, 1841.

i Including $150,000 drawn from the treasury under the 21st section of the act of March 3, 1845.

j Including $600,000 drawn from the treasury under the 21st section of the act of March 3, 1845.

k Including $125,000 drawn from the treasury under the 2d section of the act of June 19, 1846.

l Including $233,235 40 paid for British postages.

POST OFFICE DEPARTMENT, *November* 28, 1851.

J. MARRON, *Third Assistant Postmaster General.*

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AUDITOR'S OFFICE OF THE TREASURY,
for the Post Office Department, November 17, 1851.

SIR: I have the honor to submit the following report for the last fiscal year:

The balance appearing on the books of this office to the credit of the Post Office Department, on the 1st day of July, 1850, was		$893,078 11
The receipts for the fiscal year, from all sources, were		6,410,604 33
		7,303,682 44
The expenditures were—		
Payments	$6,278,401 68	
Charged to bad debts	137 54	
Suspense accounts	170 49	
		6,278,709 71
Apparent balance to the credit of the revenue, July 1, 1851		1,024,972 73
This balance includes debts yet due from late postmasters and others, on balances outstanding for many years, and irrecoverable. In my last report, the amount of loss to the revenue from this source was estimated as equal to the entire indebtedness of the late postmasters who went out of office prior to the 1st day of July, 1845, amounting to the sum of $245,912 80, although there has been collected of this sum $14,396 77 within the last fiscal year; yet as the losses on other accounts will probably equal, if not exceed all that has been or can be collected, the deduction from the apparent balance standing to the credit of the revenue is again estimated at the same amount, with a view of approximating as closely as possible to the available balance		245,912 80
Estimated available balance		779,059 93
To this may be added the appropriations authorized under 12th section of the act of 3d of March, 1847, viz:		
From 3d March, 1847 to 30th June, 1851	$865,555 55	
Also appropriation under 8th section of act of 3d of March, 1851, viz:		
From 3d March, 1851, to 30th June, 1851	163,888 89	
Also appropriation for "Census" mails, under 17th section of act of 23d of May, 1850	12,000 00	
		1,041,444 44
Leaving to the credit of the department on the 1st of July, 1851, the sum of		1,820,504 37

The postal accounts with Great Britain, according to the books of this office, show the following results for the several quarters of the fiscal year:

Balance due Great Britain—	
Quarter ending 30th September, 1850	$25,160 77
" " 31st December, "	19,916 16
" " 30th June, 1851	14,082 39
	59,159 32

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Due United States, quarter ending 31st March, 1851	$582 88
Balance due Great Britain for the fiscal year	58,626 44

The official account for the quarter ending 30th June, 1851, has not been received from London, and of course is not yet adjusted.

In the adjustment of the postal accounts between the United States and Germany for the last fiscal year, the balance found due the United States was $14,196 45. This sum has been paid by Bremen to the United States.

Transatlantic postages, as reported by the postmasters of New York and Boston for the fiscal year:

Cunard line		$536,037 61
Collins		205,841 71
Bremen		94,598 03
Havre		38,110 74
		874,588 09
of which was collected in the United States and returned as dead letters		$530,292 92

Mails received and sent between the United States and British provinces, under the present postal arrangement, to 30th September, 1851, as returned by the several postmasters, are as follows:

Postages on unpaid letters, &c., received from Canada, &c.	$9,696 98	
Postages on paid letters, &c. sent to Canada, &c.	9,953 30	
Collected in the United States		$19,650 28
Postages on unpaid letters &c. sent to Canada, &c.	10,489 01	
Postages on paid letters, &c. received from Canada, &c.	8,459 62	
Collected in Canada		18,948 63
Balance in favor of the United States		701 65

The postages on the New York and Chagres line for the fiscal year, as reported by the postmasters, are as follows:

Mails sent	$262,020 72
Mails received	267,320 32
	529,341 04

Number of letters, 1,323,667

Since the 1st July, under the operation of the new postage law, the results are:

July,	108,765	letters;	mails sent and received,	$30,318 60
August,	121,286	"	" "	17,686 66
September,	118,934	"	" "	12,854 81
October,	99,184	"	" "	11,217 87
				72,077 94

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Contractors' accounts.

The average number of accounts of contractors settled each quarter during the last fiscal year, was—

On regular routes	4,072
On special routes	2,400
Total	6,472

The whole amount passed to the credit of contractors and others for the transportation of the mails was $3,570,685 12.

The following sums were charged to contractors during the year—

For over-credits, damages, &c.	$31,172	92
For fines	8,357	92
For deductions	25,747	62

The amount actually paid for transportation during the year, was $3,538,063 54;

Of which there was paid for the supply of special offices	$106,820	48
For foreign mail transportation, viz:		
New York to Bremen	166,416	68
New York and Havre	73,550	00
Charleston and Havre	50,000	00
Across the Isthmus of Panama, under treaty with New Grenada	45,318	86
Liabilities of former years for transportation	104,005	34

Postmasters' accounts.

The number of post offices in the United States on the 30th June last, was 19,821.

The number of quarterly accounts-current of postmasters examined and adjusted in this office during the fiscal year, was 78,547.

Besides the quarterly account-current, this office keeps with each office general accounts showing the quarterly balances and the payments, and all other items of debit and credit not belonging appropriately to the quarterly account. A similar account is also kept by the postmasters respectively. The discrepancies which are found to exist between these accounts often lead to much correspondence, and sometimes terminate in litigations. To remedy these inconveniences, and to give postmasters no cause for withholding the balances in their hands, it is intended to call upon them at regular periods for their general accounts, for comparison and adjustment with the accounts kept in this office.

During the last fiscal year, 759 of these accounts have been received, compared and adjusted satisfactorily, but for want of clerical force the progress in this branch of the business has been slow. The number of commission accounts of postmasters, received in conformity with the regulations of the department, and the forty-first section of the act of Congress of March 3d, 1825, was 109.

The surplus commissions at thirty-three offices for the fiscal year amount to $99,513 68. At the remaining offices there was no surplus.

The balances due by postmasters on the settlement of their quarterly accounts-current, during the year, amount in the aggregate to the sum of $4,035,915 20.

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Collection of Post Office revenue.

The number of postmasters whose quarterly balances are collected through the contractors, was, at the close of the year, 14,927. Of this number 193 failed to pay over the balances at the proper time.

One hundred and fifty-nine paid in the ensuing quarters, after having been furnished from this office with copies of their general accounts, with directions to include the balance due thereon in their next payments.

In most of these cases the failures were owing to sickness, temporary absence, and other like causes.

In thirty-four cases, payment was enforced by collection drafts.

The whole amount collected by contractors on the collection orders sent from this office was		$1,116,629 92
Amount collected on 34 drafts		1,886 33
Amount collected		1,118,516 25

Nine thousand eight hundred and fifty-four (9,854) accounts of late postmasters have been acted upon during the year.

In the general term "late postmasters" are included not only those who have gone out of office, but such as have been re-appointed or given new bonds.

The balance on accounts of late postmasters who went out of office or whose accounts terminated between the 1st July, 1845, and 30th June, 1850, unsettled on 1st July, 1850, amounted to		$35,374 00
Increased by estimates since added		2,825 74
		38,199 74
Collected during the fiscal year ending 30th June, 1851:		
Without suit	$18,286 48	
With suit	1,991 26	
Credited on vouchers	1,271 06	
Charged to suspense	556 98	
Charged to bad debts	134 84	
		22,240 62
Leaving unsettled 1st July, 1851		15,959 12
Due by postmasters who became "late" during the fiscal year ending 30th June, 1851		$326,743 49
Collected within the year	$193,039 79	
Credited	100,018 77	
Charged to suspense	104 89	
Charged to bad debts	8 42	
		293,171 87
Balance uncollected 30th June, 1851		33,571 62

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Aggregate indebtedness by "late" postmasters from 1st July, 1845, to 30th June, 1850		$38,199 74
From 1st July, 1850, to 30th June, 1851		326,743 49
Total for settlement from 1st July, 1850, to 30th June, 1851		364,943 23
Collected and settled during the fiscal year:		
On the accounts previous to 30th June, 1850	$22,240 62	
" " ending 30th June, 1851	293,171 87	
		315,412 49
Leaving yet due the United States on accounts from 1st July, 1845, to 30th June, 1851, by postmasters who became "late" during that period, excepting late postmasters in California		49,530 74
Balances due on accounts of late postmasters, for year ending June 30, 1846	$3,212 18	
Ending June 30, 1847	848 84	
" " " 1848	1,490 49	
" " " 1849	5,233 46	
" " " 1850	5,174 15	
" " " 1851	33,571 62	
Total exclusive of California		49,530 74
Balances due to late postmasters for six years, commencing July 1, 1845, and ending June 30, 1851		$55,655 42
Of which there has been paid or settled		7,899 02
Leaving yet open for adjustment		47,756 40

The apparent balances due on the accounts of late postmasters in California, amount to $135,797 44.

These balances are subject to credits for expenses not yet audited, which may reduce the amounts nearly one-half. It is probable some of them will be ultimately lost, owing to the unsettled condition of the country at the period during which they accrued.

Sixty suits were brought within the year against late postmasters, for collection of balances, amounting to	$5,147 30
In twenty-nine of which collections have been made, amounting to	$1,350 32
In forty-two suits brought prior to 1st July, 1851, the amount collected during the fiscal year was	15,037 71
Collected by suit	16,388 03
Of this sum there was collected on judgments for old balances, which accrued prior to 1st July, 1845	14,396 77

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The collections from late postmasters during the year have been very successful. The regular quarterly supervision of present postmasters' accounts has been punctually kept up, the balances carefully attended to, and the settlements in all cases strictly enforced.

Failing Bidders.

The aggregate charged against failing bidders during the year, in pursuance of the twenty-seventh section of the post office law of 1836, amounts to		$85,762 36
Of which there has been collected by draft	$340 00	
By deduction from pay of contractors, by agreement	616 13	
In all		956 13

Six suits have been brought to enforce payment.

Amount collected within the year on old balances due from contractors, &c	$584 60
Amount collected from contractors whose accounts terminated since 1st July, 1850	518 31
Whole amount collected from contractors	1,102 91

Balances due from postmasters and all others, on the 1st day of July, 1850:

Present postmasters	$392,923 30
Late do.	318,779 11
Marshals, attorneys, &c	104,119 21
Late contractors	153,152 46

A large proportion of the balances due by late postmasters, marshals, contractors, &c., are considered irrecoverable. Most of them have been outstanding for many years, and all efforts for their collection have hitherto proved fruitless.

The current business of the office has increased rapidly during the fiscal year. It is estimated that the number of additional accounts occasioned by the extension of the operations of the department, exceeds three thousand.

The number of accounts acted upon during the year is as follows:

Postmasters' quarterly returns	78,547 00
Contractors' accounts	16,288 00
Special contractors' accounts, quarterly returns	9,856 00
Route agents' accounts	129 00
Commission accounts	436 00
General accounts	795 00
Late postmasters' accounts	9,854 00
Miscellaneous accounts	458 00

This increase of business, together with the additional labor thrown upon the office by the operation of the new postage law, calls for an immediate

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augmentation of its clerical force. The quarterly returns have become so voluminous, and the newspaper postage so complicated, that more time is required for the careful and proper examination of the accounts than can be possibly bestowed by the clerks now employed upon them.

With the increase of business the office needs more room. The necessity for immediate relief in this respect is beginning to be severely felt. The portion of the General Post Office building occupied by this office being uncomfortably crowded, not only with respect to the arrangement of the clerical force, but also in the conveniences for filing away the papers and vouchers, it has been found necessary to occupy a part of the adjoining building, over the city post office, which is not only uncomfortable and inconvenient, but altogether unsafe.

Annexed is a statement of the receipts and expenditures of the Post Office Department for the fiscal year ending 30th of June, 1851.

Respectfully submitted:

J. W. FARRELLY, *Auditor.*

Hon. N. K. HALL,
Postmaster General.

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Statement of the receipts and expenditures of the Post Office Department, under their several heads, for the fiscal year ending June 30, 1851.

RECEIPTS.

	3d quarter 1850.	4th quarter 1850.	1st quarter 1851.	2d quarter 1851.	Aggregate am't.
Letter postage	*$1,202,111 30	*$1,265,129 83	$1,415,824 01	†$1,397,237 26	$5,279,802 40
Stamps sold	21,173 59	24,595 17	25,998 69	17,672 91	89,440 36
Newspapers and pamphlets	240,336 45	246,566 58	282,568 50	265,659 36	1,035,130 89
Fines	12 50	17 50	.....	65 00	95 00
Miscellaneous receipts	325 64	747 26	1,506 54	1,540 98	4,120 52
Receipts on account "dead letters"	.....	1,675 16	.....	.....	1,675 16
Receipts on account damages from failing contractors	.....	300 00	.....	40 00	340 00
Total	1,463,959 48	1,539,031 60	1,725,397 74	1,682,215 51	6,410,604 33

* The following sums, ascertained to have accrued from *British postage*, and *due to the United Kingdom*, are included in the items of *letter postage* for each quarter, as follows:

Third quarter 1850	$25,160 77
Fourth quarter 1850	19,916 16
Making	45,076 93

The account of the *United Kingdom* for the 1st quarter 1851 has been adjusted, and exhibits a balance in favor of the United States of $532 88.

† The account of *British postage* for this quarter (2d, 1851,) has not been adjusted. It is *estimated* that there will be due to the *United Kingdom* about $14,000, which is included in the letter postage.

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STATEMENT—Continued.

EXPENDITURES.

	3d quarter 1850.	4th quarter 1850.	1st quarter 1851.	2d quarter 1851.	Aggregate am't.
Compensation to postmasters	$412,754	$419,862 58	$477,275 45	$471,793 59	$1,781,686 34
Ship, steamboat, and way letters	9,397 81	10,777 90	6,264 82	8,140 97	34,581 50
Transportation	841,926 63	839,491 38	903,344 70	953,300 83	3,538,063 54
Wrapping paper	4,921 35	8,515 48	10,338 60	8,577 72	32,353 15
Office furniture	1,057 17	1,173 77	1,180 97	1,566 73	4,978 64
Advertising	12,450 07	17,083 05	33,011 66	12,525 44	75,070 22
Mail bags	6,371 84	11,208 70	13,544 53	9,730 39	40,855 46
Blanks	8,273 17	9,747 91	8,761 60	8,805 74	35,588 42
Mail locks, keys, and stamps	1,938 44	1,291 96	2,167 49	2,566 65	7,964 54
Mail depredations and special agents	10,599 23	8,513 06	7,799 40	10,282 02	37,193 71
Clerks for offices	91,030 15	85,928 50	87,315 56	94,824 24	359,098 45
Miscellaneous payments	20,822 01	23,302 61	20,959 42	20,542 70	85,626 74
Miscellaneous payments—account British mails	.....	182,675 04	.....	45,076 93	*227,751 97
Miscellaneous payments—premium on exchange	.....	4,440 01	.....	1,043 42	5,483 43
Repayment of "dead letter" money	.....	.....	22 18	10 53	32 71
Post Office Laws, List, &c	1,221 20	334 24	253 69	9,665 73	11,474 86
Postage stamps	.....	.....	.....	34 00	34 00
Maps of post routes	.....	.....	.....	564 00	564 00
Total	1,422,763 79	1,624,346 19	1,572,240 07	1,659,051 63	6,278,401 68

Excess of receipts over expenditures, $182,202 65.

* These sums are in full payment of the ascertained balance arising from *British postage*, and due to the *United Kingdom*, viz:

Balance due to June 30, 1850	$182,675 04	Balance due to December 31, 1850	$45,076 93
Add premium on difference of exchange	4,440 01	Add premium on difference of exchange	1,043 42
	187,115 05		46,120 35

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POST OFFICE DEPARTMENT,
Finance Office, November 28, 1851.

SIR: I have the honor to submit, in compliance with your request, a report, in brief, of such of the business operations of this division of the department as may be deemed of general interest.

The moneys of the Post Office Department available for its current expenditures are kept by three classes of officers, who are charged with that duty by law, or by regulation of the Postmaster General:

1. By the Treasurer of the United States at Washington, and the assistant treasurers at Boston, New York, Philadelphia, Charleston, New Orleans and Saint Louis.

2. By the postmasters at the following offices, which have been designated as depositories of the department, viz: Bangor and Portland, Maine; Worcester, Massachusetts; Providence, Rhode Island; Hartford and New Haven, Connecticut; Albany, Batavia, Buffalo, Geneva, Rochester, Syracuse, and Utica, New York; Harrisburg, Pittsburg, and Uniontown, Pennsylvania; Baltimore, Maryland; Richmond and Wheeling, Virginia; Savannah, Georgia; Mobile, Alabama; Nashville, Tennessee; Lexington and Louisville, Kentucky; Cincinnati, Cleveland, and Columbus, Ohio; and Detroit, Michigan.

3. By 1,596 postmasters in the several States and Territories, whose offices are designated "draft offices," because the incumbents are instructed to retain their funds in hand till drawn for by the Postmaster General.

The officers of the first and second classes receive on deposite the quarterly balances due by 1,164 postmasters in their respective vicinities. They also receive under the separate direction of this office, or of the Auditor, as the case may require, deposites from the United States marshals and district attorneys; from late postmasters and contractors; from the special agents of the department, and from any other persons having funds to pay over to the General Post Office.

The third class keep the funds accruing at their respective offices, with such other moneys as may be transferred to them by authority of the Postmaster General, or which may be by them collected under the direction of the Auditor, each postmaster reporting quarterly to this office the net amount received during the quarter from postages and other sources, and held subject to draft.

This office is charged by the Postmaster General with the transfer and disbursement of the funds of the department, and it therefore keeps summary cash accounts with the Treasurer and assistant treasurers of the United States, seven in number; with the 1,596 "draft offices," and with 1,164 depositing offices; giving full employment daily to four diligent and competent clerks.

The amount of funds paid *directly* into the treasury for the service of the Post Office Department, during the last fiscal year, is shown by the following statement:

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To the Treasurer of the United States, Washington	$23,132 48
To the Assistant Treasurer, Boston	229,418 06
To the Assistant Treasurer, New York	620,678 96
To the Assistant Treasurer, Philadelphia	245,841 08
To the Assistant Treasurer, Charleston	38,533 94
To the Assistant Treasurer, New Orleans	69,278 19
To the Assistant Treasurer, St. Louis	33,910 04
	1,260,792 75

The amount paid into the several post office depositories during the year, is stated below:

Bangor, Maine	$12,865 69
Portland, Maine	7,764 33
Worcester, Massachusetts	22,825 82
Providence, Rhode Island	36,004 75
Hartford, Connecticut	36,415 00
New Haven, Connecticut	22,368 04
Harrisburg, Pennsylvania	26,876 54
Pittsburg, Pennsylvania	42,453 98
Uniontown, Pennsylvania	1,537 95
Richmond, Virginia	22,560 24
Wheeling, Virginia, (2 quarters)	2,359 40
Savannah, Georgia	19,362 84
Albany, New York	49,878 79
Batavia, New York	8,350 89
Buffalo, New York	33,320 13
Geneva, New York	18,848 52
Rochester, New York	38,939 47
Syracuse, New York	21,259 80
Utica, New York	23,462 96
Baltimore, Maryland	83,131 22
Mobile, Alabama	22,844 24
Nashville, Tennessee	10,623 21
Lexington, Kentucky	9,837 27
Louisville, Kentucky	33,312 85
Cincinnati, Ohio	86,189 31
Cleveland, Ohio	32,822 12
Columbus, Ohio	18,236 03
Detroit, Michigan	19,595 07
	764,037 76

Changes are so frequent in the list of draft offices, that an accurate statement of the amount accruing at and paid into them, cannot readily be made for this occasion.

During the year, there have been prepared in this office for the signature of the Postmaster General, and sent to the Auditor, in payment of balances by him stated to be due to creditors of this department:

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2,612 warrants on the Treasurer and assistant treasurers, amounting to..	$1,514,558 96
10,024 drafts on the post office depositories and draft offices.....	1,026,524 60
	2,541,083 56
And as disbursing agent of the department, I have paid out during the year—	
For salaries.....	102,371 68
For contingent expenses.....	22,636 61
	125,00 829

All postmasters are required by the regulations of the department to render to this office their quarterly returns of postages; and it is through this office chiefly that those delinquent in that respect are brought to the attention of the appointing power. Here the returns are opened; the quarterly balances appearing upon them registered; the dead letters taken out and examined; the post-bills filed for reference; and the accounts sent on to the Auditor for settlement. Some idea may be formed of the labor attending the process, when I state that it requires not less than two hundred and fifty-three bushel-sacks to contain the returns of a single quarter. In the last year the number of returns registered and sent to the Auditor was 78,547.

For want of a competent force to keep it up, the business of the dead-letter office had fallen greatly in arrear. The number of money letters had so increased, that the single clerk allowed for the service was unable to register and despatch them; and, for several years, the letters containing articles of value, other than money, had accumulated on the files, because labor could be spared to despatch only such of this kind as were applied for. In the latter part of 1849, some temporary aid was given to this branch of the service; and in July, 1850, two clerks were assigned permanently to it, for the registration and despatch of the valuable dead letters to their proper owners. What has been accomplished, since the force in this branch has been increased, will appear on reference to the number of dead letters sent out for delivery in the years 1850 and 1851, as stated in the following tables, numbered 1 and 2.

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No. 1.

Statement of dead letters containing money registered and sent out for delivery during the twelve years ending June 30, 1851.

Year ending—	Number of money-letters sent out for delivery.	Aggregate contents of letters sent out.	Number delivered.	Aggregate am't restored in the letters delivered.	Number of letters returned unclaimed.	Contents of unclaimed letters on hand.		Am't of unclaimed money converted and placed with the funds of the department.
						Nominal value.	Worthless.	
June 30, 1840	1,798	$18,385 52	1,305	$16,534 92	401	$1,919 37	$356 00	None.
June 30, 1841	1,780	27,238 83	1,325	16,037 09	378	10,794 73	9,881 48	None.
June 30, 1842	2,033	19,917 07	1,509	14,718 30	458	4,694 90	3,654 75	None.
June 30, 1843	1,986	15,437 07	1,484	12,416 20	473	2,333 84	1,129 87	$2,668 53
June 30, 1844	1,891	11,616 23	1,437	10,905 99	435	1,473 25	599 50	20 66
June 30, 1845	2,055	16,299 42	1,557	13,602 67	447	2,641 17	1,549 62	1,192 86
June 30, 1846	2,340	17,822 50	2,021	16,169 01	319	1,399 49	254 00	1,824 54
June 30, 1847	2,782	21,055 05	2,365	19,474 62	417	1,433 93	147 00	187 00
June 30, 1848	2,476	19,059 94	2,111	17,203 18	365	1,856 76	129 00	1,296 93
June 30, 1849	2,382	19,921 55	1,986	18,281 21	396	1,640 34	107 00	99 50
June 30, 1850	5,585	40,984 58	4,373	35,424 40	1,212	5,640 18	98 00	1,748 40
June 30, 1851	6,453	40,336 73	5,347	36,090 61	1,106	4,246 12	250 50	1,675 16
The amount converted and put with the funds of the department prior to the 1st July, 1838, was								12,060 63
								22,774 21

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No. 2.

Statement of dead letters, containing other articles than money, registered and sent out for delivery to the writers or owners from July 1, 1845, to November 1, 1851.

Year ending—	Bills of exchange, drafts, and letters of credit, bonds and notes of hand, checks, orders and treasury warrants, certificates of deposite, accounts and receipts.			Deeds, mortgages, conveyances, and land titles.	Articles of agreement and policies of insurance.	Pension papers, land certificates, and patent papers.	Passage certificates and certificates of stock.	Court papers.	Miscellaneous.	Number of letters sent out.	Number of letters delivered.	Number of letters returned unclaimed.	Number of letters outstanding.
	£ s. d.	*Dolls. cts.*	*Francs.*										
June 30, 1846	985 16 3	122,363 83	1,428.00	7	8	7	16	47	141	1,060	831	196	.....
June 30, 1847	3,979 18 10	182,066 87	3,062.25	146	3	21	33	49	25	1,098	968	112	.....
June 30, 1848	1,586 9 3	108,494 41	2,076.40	91	4	11	42	36	83	823	719	104	.....
June 30, 1849	3,751 15 10	104,928 14	80.00	54	13	27	10	30	122	749	691	57	1
June 30, 1850	5,732 8 1	121,720 14	4,118.00	33	16	59	46	30	177	641	560	47	34
June 30, 1851	.....	*1,292,125 00	.....	.....	.....	.....	.....	.....	.....	10,088	6,631	3,263	194
4 months ending Oct. 31, 1851	.....	*685,083 00	.....	.....	.....	.....	.....	.....	.....	5,349	2,397	1,691	1,261

Letters from the executive departments registered and sent to the respective offices from June 9, 1848, to October 31, 1851, 7,986.

* Estimated nominal value.

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The duty of procuring and issuing postage stamps having been performed by this office since the commencement of their use, in 1847, a statement of the number procured and issued to postmasters for sale may not be uninteresting.

The whole number of five and ten-cent stamps, prepared under the eleventh section of the act approved March 3, 1847, was

1,050,000 tens, 4,100,000 fives,	amounting to	$325,000

Betweeen the 1st July, 1847, and the 30th June, 1851, there were issued

891,000 tens, 3,712,200 fives,	equal to	271,710
	Leaving on hand	50,290

The amount of those stamps on hand has been considerably increased since the 1st July last, by the return of those redeemed by postmasters from persons holding small parcels at the time the three-cent rate for paid letters began.

Under the act of the 3d March, 1851, there have been procured from the contractors, Messrs. Tappan, Carpenter, Casilear & Co., of Philadelphia,

580,000	twelve-cent	stamps			$69,600
24,120,000	three	"	"		723,600
3,600,000	one	"	"		36,000
330,000	"	"	"	for letter-carriers	3,300
28,630,000	stamps	procured			832,500

Of these there have been issued to postmasters, for sale, between the 1st July and the 26th November of the present year, in 4,614 different parcels,

184,950	twelve-cent	stamps			$22,194
21,737,600	three	"	"		652,128
2,935,900	one	"	"		29,359
330,000	"	"	"	for carriers	3,300
25,188,450	stamps	issued			706,981

A sense of duty obliges me to say, on this occasion, that the clerks employed on the quarterly returns of postmasters, as well as those engaged in the various operations of the dead-letter office, perform with fidelity and promptitude an amount of labor which is not exceeded, if indeed it be equalled, by the same number in any other branch of the public service; but the time has arrived when their great and constant exertions are inadequate to the performance of the work assigned them—when their number must be increased, or the business of the office will be most injuriously retarded. I have already stated that 78,547 returns of postmasters were registered last year; but I did not state that this great amount of labor was performed by a single clerk; that those returns were opened and prepared for registration by only one other clerk; and that the dead letters belonging to those returns, in number about two millions and three quarters, were handled one by one, the foreign dead letters selected from them, and each parcel compared with its accompanying dead-letter bill, by only one clerk. In 1830,

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when there were but 8,450 post offices, there was one clerk assigned to each of those duties; and there is but one to perform each of them now, when the post offices number 20,127. Then, those duties were considered heavy for three clerks; now, they certainly are oppressive: therefore, I respectfully recommend that their number be doubled and the labor of each desk divided. When it is considered that the whole corps of clerks in the Auditor's office, connected with the revenue accounts, is supplied with business from this branch of my office, and that delay on our part leaves more than thirty clerks in that office without employment, I think it will be at once conceded that this recommendation is demanded by the public interest.

An additional clerk is also greatly needed for the opening of dead letters. There were two clerks employed on this branch fifteen years ago, and there are but two now, when the number of dead letters is more than double.

I would further respectfully recommend that an assistant messenger be provided for the dead-letter office.

With great respect, your obedient servant,

JOHN MARRON,
Third Assistant Postmaster General.

Hon. NATHAN K. HALL,
Postmaster General.

POST OFFICE, WASHINGTON CITY,
July 11, 1851.

SIR: I have the honor to acknowledge the receipt of your favor of 10th ultimo, asking replies to seven interrogatories contained therein, in order that you may know the amount of free matter which passed through this office from 1st July, 1849, to 1st instant, and the amount of postage which would have been chargeable thereon if placed on the footing of individual correspondence.

I find some difficulty in answering these interrogatories separately, and in separating with accuracy printed from manuscript matter, as all official letters and parcels except newspapers, received at and sent from this office, are sealed up or placed in envelopes.

I have, however, aided by some of my most experienced clerks, given the whole subject a careful investigation, and beg to submit the following as the result.

The aggregate number of free letters and parcels received at this office for distribution and transmission for two years ending 1st instant, from the Senate and House of Representatives, was---------- 6,643,479
In pounds weight---------- 1,356,000
The number of free newspapers---------- 369,000
Weight---------- 62,800

The number of free letters and parcels received during same period from the Senate and House of Representatives and Executive department, was---------- 2,155,159
Weight---------- 808,200

The number sent from this office from executive offices of the general government, was---------- 1,212,512
Weight---------- 455,000
Aggregate number of free letters, &c., passing through this office- 10,380,150

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Weight (lbs.)	2,682,000

or about 1,200 tons of 2,240 pounds.

"Congressional" free matter being invariably sealed up or placed in envelopes, would be, according to the post office laws and regulations, properly estimated as subject to letter postage. But as it is well known that a great proportion of it is printed matter, I have assumed two-thirds as such, and have estimated accordingly.

452,000 pounds is estimated, amounting to	$1,084,000
Two-thirds, or 904,000 pounds printed matter	144,640
On newspapers	4,500
Free letters received, 808,200 pounds	1,939,680
Do. sent, 445,000 do	1,068,000
Amount for two years	4,240,820
Amount for one year	2,120,410

The foregoing estimates have been made under the late rates of postage, not including the high rates for Oregon and California.

Under the present law the amount of postage, if prepaid, on the same quantity of free matter would be, for two years	$1,795,920
Or per annum	892,960

Judging from the past, it may be safely inferred that there will be a considerable increase hereafter.

It appears to me to be appropriate, and I beg leave to say here something regarding this office. The labor of transacting the amount of the public and private business is very great, and the whole is performed by the small number of twenty-seven persons, whose labors are excessive, during the sessions of Congress, occupying them frequently sixteen hours of the twenty-four. They are all faithful and industrious, and most of them badly paid for the services rendered by them. The salaries of twelve are below eight hundred dollars per annum, and they ought in fairness to be placed on a footing with other persons employed here by the government, and whose duties are not of a more responsible character, and less laborious.

The building occupied by this office is unsafe, and wholly unfit for the purpose; and, as you very emphatically remarked in your last report, it was a disgrace to the country.

An erroneous impression very generally prevails, that this office is supported at a great expense by the general government. The reverse is the fact. The expenses of the office are not only defrayed by postages paid by citizens and sojourners, but large sums have been deposited in the treasury of the United States for many years past, amounting in the aggregate to a sum sufficient to erect half a dozen buildings appropriate to the object. It seems to be reasonable, that the parties supporting this office should at least be accommodated with a shelter whilst waiting for their mails. They are now obliged to wait their turn in the streets during the heat of summer and storms of winter. Another cogent reason for the erection of an appropriate building will be found in the liability of the destruction of this building and its contents by fire, which, if it should occur in the night, would destroy papers of greater value than would be sufficient to pay the cost of such a building.

If I might be permitted to say something regarding the postmaster, it

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would be, that his compensation should be put on a footing with the postmasters of other important offices. These receive four thousand dollars per annum, in commissions and for rent of boxes. This office yields in both but twenty-seven hundred dollars. This might be remedied by an allowance of three thousand dollars commissions, limiting receipts from boxes to one thousand dollars, if this sum should be exceeded.

I have the honor to be, with great respect, your obedient servant,

W. A. BRADLEY, *Postmaster.*

Hon. W. K. HALL,
Postmaster General.

Articles of agreement between the Post Office Department of the United States and the Post Office Department of Canada.

For the purpose of establishing and regulating the interchange of mails between the United States and Canada, it is agreed between the Post Office Department of the United States and the Post Office Department of Canada:

1. That there shall be an exchange of mails between the United States and Canada, at the following points, viz:

On the side of the United States, at	On the side of Canada, at
Port Huron, Michigan.	Port Sarnia.
Detroit "	Windsor.
Black Rock, New York.	Waterloo.
Lewiston, "	Queenstown.
Youngstown, "	Niagara.
Rochester, "	Coburg.
Cape Vincent, "	Kingston.
Morristown, "	Brockville.
Ogdensburg, "	Prescott.
Whitehall, "	St. John's.
Plattsburg "	
Rouse's Point "	
Burlington, Vermont.	
Derby Line "	Stanstead.
Buffalo, New York.	Montreal.
Albany "	
New York "	Toronto.
Boston, Massachusetts.	
Fort Covington, New York.	Dundee.*

2. The mails exchanged between the offices of New York, Albany, Buffalo, and Boston, on the one side, and Toronto, Kingston, and Montreal on

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* Since added:

Sackett's Harbor, New York.	Kingston—by steamer, in summer.
Oswego "	
Buffalo "	Hamilton, Queenstown, by through-bags.
Swanton, Vermont.	Phillipsburgh.

Under the New Brunswick arrangement, Houlton and Robbinston, Me., are the United States exchange offices.

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the other, are to pass each way as *through-mails*—not to be opened at any intermediate frontier office.

3. The postage to be charged in the United States, on a letter not exceeding half an ounce in weight, to or from Canada, shall be five cents for any distance within the United States, not exceeding 3,000 miles; and exceeding 3,000 miles, within the United States, ten cents the single letter. Every additional weight of half an ounce, or additional weight of less than half an ounce, to be charged as one additional rate: the rates in this section mentioned, having been adopted and agreed upon by the Postmaster General of the United States, by and with the advice and consent of the President.

4. The postage to be charged in Canada on a letter not exceeding half an ounce in weight, to or from the United States, shall be five cents for any distance in Canada. Every additional weight of half an ounce, or additional weight of less than half an ounce, to be charged as an additional rate.

5. Upon all letters posted in the United States to be delivered in Canada, or posted in Canada to be delivered in the United States, these rates shall be combined into one rate, of which payment in advance shall be optional in either country. Less than the whole combined rate cannot be prepaid.

6. The Post Office Department of the United States will collect and keep all the postages on the unpaid letters from Canada, as well as the postages on letters to Canada, prepaid in the United States, and the post office department of Canada will collect and keep all the postages on the unpaid letters from the United States, as well as the postages on letters prepaid in Canada to the United States.

7. Each mail despatched from one country to the other shall be accompanied by a letter or post-bill, showing the number of letters so posted, and distinguishing the paid from the unpaid, with their postage in separate columns.

8. The postage on newspapers, pamphlets, magazines, and all other printed matter, must be prepaid, or sent free to the line in the country where posted; and any postage afterwards accruing thereon, beyond the line, is to be collected and retained by the post office department of the country in which it accrues.

9. The offices designated for the despatch and receipt of Canada mails, on the side of the United States, will stamp "U. States" upon all letters sent into Canada for delivery; and the offices designated for the despatch and receipt of United States mails on the side of Canada, will stamp "Canada" upon all letters sent into the United States for delivery.

10. The post office departments of the United States and Canada shall each return to the other all dead letters, unopened and without charge, every three months, or oftener, as may best suit the general regulations of each department.

11. The expense of transporting the mails between the frontier exchange offices, where the conveyance is by water, shall be borne equally by the two departments; but when the transportation is by land, the expense shall be borne by each in proportion to the distance travelled over the territory of each country. All contracts for such transportation shall, before they go into operation, be approved by the post office department of each country.

12. This arrangement shall go into operation on the 6th of April next,

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and it may be modified from time to time, as may be agreed upon by the parties thereto; and it may be annulled at the desire of either party, upon three months' notice.

In witness whereof, the Postmaster General of the United States and the Postmaster General of Canada have hereunto set their hands and affixed their seals, respectively, this twenty-fifth day of March, in the year of our Lord one thousand eight hundred and fifty-one.

N. K. HALL, [L. S.]
J. MORRIS. [L. S.]

WASHINGTON, *November* 27, 1851.

SIR: The undersigned, acting with an association of individuals in the city of New York, and others in different parts of the United States, intend establishing a line of packet-steamers, constructed especially to the requisites of great speed, strength, and sea qualities, for the purpose of connecting the ports of New York, Halifax, and Galway in Ireland. These steamers will cross the Atlantic ocean in from seven to eight days' time, and will therefore offer the shortest letter-mail accommodation to Europe and America of any other line. In view of this, the undersigned respectfully proposes to contract with the government for the transmission of the United States mails between these ports, at the rate of one hundred thousand dollars per annum for each ship which may be employed upon the said line, beginning with two ships, and increasing the number to meet the requirements of the government on the business to be transacted. Or the undersigned, with his associates, will contract to carry the mails of the United States as aforesaid, receiving only therefor the postages which may arise from such mail matter as may be actually transmitted in said ships; the postages on such mail matter in no case to exceed the rates now fixed by law. The contract, if formed, to last ten years, and the ships not only to be strong enough for war purposes, but actually to carry at all times two Paixhan guns of heavy calibre, and always to be subject to the call of the government for war or other purposes, upon terms as established by precedent in other contracts of similar nature.

The undersigned, with his associates, will have the two first steamers ready for and on the line in twelve months from the date of contract, if such be made with them.

The undersigned has the honor to be your obedient servant,

AMBROSE W. THOMPSON.

To the Hon. N. K. HALL,
Postmaster General.

POST OFFICE DEPARTMENT,
Appointment Office, November 14, 1851.

SIR: In consequence of the great increase in the business of this office, it has been necessary to transfer one of the clerks, heretofore employed in copying correspondence and in miscellaneous duties, to the bond and register room. The employment of another clerk upon the letter book is,

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therefore, in my opinion, essential to the prompt discharge of the duties of the office; and I respectfully recommend that application be made to Congress for authority to employ such additional clerk.

I am, very respectfully, your obedient servant,

FITZ HENRY WARREN,
Second Assistant Postmaster General.

Hon. N. K. HALL,
Postmaster General.

POST OFFICE DEPARTMENT,
Contract Office, November 14, 1851.

SIR: For a statement of the mail service for the contract year ending 30th of June, 1851, I respectfully refer you to the tables hereto annexed.

The table marked A exhibits the character of the service, the number of miles of transportation, and the cost thereof, as it stood at the close of the year. By comparing this with a similar table of the service as it stood at the close of the year ending 30th of June, 1850, it will be perceived that the service of 1851 exceeds that of 1850 in increased length of routes in the United States by 13,354 miles; in increased annual transportation thereon by 6,162,855 miles; and by an excess of aggregate cost of $547,110. The increase of 1851 over 1850 is 20 per cent. in cost, and $13\frac{4}{10}$ per cent. in service.

From table marked B it will be seen that, on the 30th of June last, there were in operation 6,176 mail routes, and that there were then in the service of the department 5,549 mail contractors, 127 route agents, 21 local agents, and 471 mail messengers.

On the 1st of July last the new service in the southern section, comprising the States of Virginia, North Carolina, South Carolina, Georgia, and Florida, was put in operation; the first quarter of which expired the 30th of September last. Table C exhibits the service of this section as it stood at the close of the contract year, 30th of June, 1851, and at the close of the first quarter of the current year. From this table it will be seen that the service of the southern section, the contracts for which closed the 30th of June, 1851, amounted to 7,666,224 miles of annual transportation, and $621,002 annual cost; and the new service in that section amounts to 8,613,931 miles of annual transportation, and $682,943 annual cost. For this service we pay this year only $9\frac{97}{100}$ per cent. more than for the last, while we have $12\frac{36}{100}$ per cent. more annual transportation of mails.

Tables D and E exhibit the railroad and steamboat service for the current year; showing the particulars of each railroad and steamboat route under contract.

Table F presents a statement of foreign service, or ocean routes; discriminating between those under contract, agreeably to act of Congress, with the Secretary of the Navy, and those under contract with this department.

To the tables above referred to, which embrace all the service under the direction and control of the Contract Office, I have added two others, G and H.

Table G is a statement of the annual transportation of mails in the United States, and the cost thereof, for the last ten years, to wit: from 1842 to 1851, inclusive. From this table it will be perceived that in 1842 the average price for conveying mails was at the rate of a fraction less than

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nine cents per mile. From that year to 1847, there was a gradual *decrease* of cost, while the number of miles of transportation regularly *increased*.

The total annual amount of transportation in 1842 was 34,835,991 miles, and in 1847, 38,887,899 miles—being an increase of about $11\frac{3}{10}$ per cent.; while the cost per mile in 1847, (being $6\frac{3}{10}$ cents per mile,) is $29\frac{1}{5}$ per cent. *less* than it was in 1842.

In 1851 the cost of transportation is about equal to the cost in 1846, to wit: $7\frac{2}{10}$ cents per mile—being still a decrease of $19\frac{1}{10}$ per cent. as compared with the year 1842; while the total annual transportation is $53\frac{2}{9}$ per cent. more than in 1842.

Table H exhibits the cost of transportation of mails in each of the States and Territories of the Union for the last contract year, and the net revenue arising from said States and Territories for the same period. Whilst this table is principally intended for future reference, it may serve as something of a guide in establishing new routes and putting new service in operation.

The service in California, as originally organized, partook of the character of almost everything connected with the early settlement of that country, and was, consequently, not only very expensive, but somewhat uncertain and inefficient. In January last, some months before my appointment, my predecessor, Major Hobbie, an able and experienced officer, was by you despatched to California, as special agent of the department, with directions re-organize the mail-service in that section; to place it on a sure basis, and make it more conducive to the wants and interests of that growing and important section of the Union. Congress having failed to pass a law to authorize the opening of bids and letting the routes at San Francisco, and it being impracticable, without great and unnecessary delay, to send the bids to Washington to be examined and decided on as in other cases, the resident special agent of this department, James M. Goggin, esq., had the contracts executed for the residue of the full term, which, in that section, will expire [illegible] 30th June, 1854, adding in each instance a provision giving the Postmaster General the right, on certain conditions, to discontinue the service at the end of the first year, or, at farthest, on the 30th of June next. [illegible] service, as [illegible] let, being generally at prices less than formerly, and lower, The [illegible] an un[illegible] r re-advertisement it could again be obtained, the agent perhaps, [illegible] n his recommendation I concur—that Congress legalize recommends—a[illegible] at the same may be continued to the end of the full these contracts, so th[illegible] uble and expense of a new letting be avoided. I term, and thus the tro[illegible] me course in respect to the contracts commencing would also advise the s[illegible] 30th June, 1854, for the service in Oregon.

1st July, 1851, and end[illegible] ew York, via St. Thomas, &c., to Venezuela;

Lines of steamers from N[illegible] s, Toulon, &c., to Genoa; from New York from New York, via Marseil[illegible] ns, via Tampico, to Vera Cruz, are called to Antwerp, and from New Orle[illegible] the country. Propositions have been for by the commercial interests o[illegible] t these routes in operation; but as the made by enterprising individuals to pu[illegible] tify it in meeting the wishes of means of the department will not jus[illegible] routes under contract, Congress individuals and communities by placing these [illegible] these important objects. must be looked to for the accomplishment of [illegible] ampico, to Vera Cruz, is

The propos[illegible] d route from New Orleans, by [illegible] of the South and West, becoming very essential to the commercial interests [illegible] of Congress. and in my judgment deserves the special consideration

The operations of the Post Office Department have been gradually increasing from year to year, so as to keep pace with the growing and

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expanding population of our country. In the first year (1790) of the operations of the Post Office Department, the number of post offices was 75; gross amount of postage, $37,935; net revenue, $5,795; cost of transportation of mails, $22,081; extent in miles of post roads, 1,875. This year (1851) number of post offices, 20,127; gross amount of postage, $6,404,373 65; net revenue $4,035,915 30; cost of transportation of mails, including California and Oregon, $3,421,754; extent of miles of post roads, including California and Oregon, 196,290. Thus it will be seen that in the space of sixty-one years the number of post offices has increased from 75 to 20,127; the number of miles of mail routes, then amounting to only 1,875, has been gradually increasing until it now reaches 196,290; the total annual transportation of mails on which, amounts to 53,272,252 miles, and at an aggregate cost of $3,421,754. Probably the world does not present anywhere else a mail service so various, so complicated, so extensive, and yet so *cheap*, as that of the United States.

By reference to table G, it will be perceived that the mail service of this country, already so great, is annually increasing. It is no wonder that a service so extensive and complicated should sometimes become deranged; nor is it surprising that, being identified, as this vast system is, with the social, political and commercial interests of society, when any part of its machinery becomes deranged, it should be immediately and sensibly felt. Located, oftentimes, at a great distance from places where derangements and irregularities occur, the department, with its combined efforts, energies and experience, cannot always keep up close and uninterrupted connexions on the various mail routes, or prevent occasional carelessness or neglect of contractors and postmasters; nor is it possible at all times to recognise either the practicability or necessity of expediting mails in some places, of giving additional facilities in others, or, in short, to keep this vast machinery in such perfect and harmonious operation as will prevent all derangements and consequent complaints. Time and experience can alone perfect the system.

By reference to the tables above referred to, it will be seen that the business of the department is increasing every year; and as a full portion of that increase has accrued to the Contract Office, it has become necessary to add to its clerical force. The business of this office is such, that to prevent injury to the service it must be kept up regularly. To do this, additional force is necessary, as the present number of clerks, who are capable, indefatigable, and most of them experienced officers, cannot discharge the duties now required without exacting from them unreasonable labor. That there may be a sufficient clerical force in this office to carry forward its current business with necessary despatch, I respectfully recommend that three additional clerks be appointed, to wit: One corresponding clerk, for California, Oregon, Utah, and New Mexico; one indenture clerk, and one letter-book clerk.

As, in conformity with your orders, the duties of the first and second assistants are to be exchanged, and I shall thus be separated from the clerks of the Contract Office, with whom I have been associated during my connexion with the department, I cannot suffer this occasion to pass without bearing testimony to their industry, faithfulness, efficiency, and general fitness for the positions they severally occupy.

Respectfully submitted:

S. D. JACOBS,
First Assistant Postmaster General.

A.

*Table of mail service for the year ending 30th June, 1851, as exhibited by the state of the arrangements at the close of the year.**

States.	Length of routes.	ANNUAL TRANSPORTATION AND RATE OF COST.								Total annual transportation.	Total annual rate of cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.			
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*
Maine	4,470	1,867	12,276	2,405	25,022	.....	.....	198	15,397	1,532,218	52,695
New Hampshire	1,976	716	5,338	1,990	6,599	30	100	240	18,240	760,136	30,277
Vermont	2,554	844	8,075	1,295	12,480	.....	.....	415	32,262	986,028	52,817
Massachusetts	3,115	963	14,218	831	15,908	265	4,500	1,056	100,603	2,240,216	135,229
Rhode Island	422	217	2,173	111	1,571	.....	.....	94	8,612	222,040	12,356
Connecticut	1,879	683	8,529	622	11,178	30	150	544	46,471	1,083,878	66,328
New York	14,976	5,792	55,021	6,543	90,569	1,145	61,000	1,496	176,175	7,383,126	382,765
New Jersey	2,544	1,164	8,898	1,135	14,581	28	300	217	36,972	1,374,216	60,751
Pennsylvania	12,523	8,039	50,704	3,898	64,181	.....	.....	586	57,915	3,410,912	172,800
Delaware	545	335	3,424	210	5,856	.....	.....	.....	†	181,896	9,280
Maryland	2,542	1,571	14,900	555	24,983	.....	.....	416	113,450	1,350,483	153,333
Ohio	12,645	7,934	45,743	3,431	91,145	724	24,414	556	76,799	3,881,703	238,101
Virginia	12,345	9,517	62,935	1,891	32,800	610	26,844	327	52,507	2,671,070	175,086
North Carolina	7,983	5,918	34,825	1,536	33,904	282	39,500	247	46,700	1,706,744	154,929
South Carolina	4,931	3,872	33,214	571	15,975	160	14,000	328	45,366	1,135,544	108,555
Georgia	7,863	5,289	42,540	748	15,490	1,158	11,660	668	80,376	1,753,842	150,066
Florida	2,881	2,042	17,189	536	10,457	280	4,100	23	620	399,024	32,366
Michigan	5,252	2,814	11,891	1,442	21,232	653	10,360	343	34,482	1,381,711	77,965
Indiana	8,479	6,771	40,761	1,549	36,873	.....	.....	159	10,650	1,769,844	88,284
Illinois	11,358	6,583	33,502	4,525	117,307	145	7,500	105	6,344	2,724,056	164,653
Wisconsin	4,619	3,032	16,515	1,537	22,789	50	800	.....	.....	910,638	40,104
Iowa	3,093	2,030	11,732	1,063	16,223	.....	.....	.....	.....	710,736	27,955
Missouri	12,127	7,178	38,999	3,493	72,127	1,456	‡20,280	.....	.....	2,362,268	131,406
Minnesota Territory	689	364	678	55	250	270	650	.....	.....	69,992	1,578
Kentucky	9,466	5,433	34,252	1,788	47,224	2,240	§74,900	55	1,535	3,052,365	157,911

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Tennessee	8,327	5,896	31,213	1,942	42,666	489	8,000	.....	.....	1,694,544	81,879
Alabama	7,451	5,865	45,388	1,374	67,568	91	12,225	121	17,443	1,763,476	142,624
Mississippi	6,144	4,693	41,693	908	33,014	484	12,415	59	5,950	1,340,976	93,072
Arkansas	6,162	4,821	31,010	391	18,382	950	19,000	.....	.....	949,336	68,392
Louisiana	3,917	2,515	26,754	467	18,666	933	‖39,195	2	150	791,000	84,765
Texas	8,748	6,599	52,360	979	38,854	1,170	32,000	.....	.....	1,110,260	123,214
Total	192,026	121,357	836,750	48,771	1,025,874	13,643	423,893	8,255	985,019	52,704,278	3,271,536
California	3,729	3,246	90,495	223	18,785	260	21,000	.....	.....	537,476	130,280
Oregon	535	360	7,438	45	2,500	130	10,000	.....	.....	80,498	19,938
Route and local agents and mail messengers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	145,897
Foreign mails	7,749	60	¶48,937	.....	.....	7,689	400,000	.....	.....	193,472	448,937
Total	204,039	125,023	983,620	49,039	1,047,159	21,722	854,893	8,255	985,019	53,465,724	4,016,588

* The entire service and pay are set down to the State under which it is numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.

† The Baltimore, Wilmington and Philadelphia railroad is under a Maryland number.

‡ This embraces the steamboat service from St. Louis to New Orleans.

§ This embraces the steamboat service from Louisville to Cincinnati and from Louisville to New Orleans.

‖ This includes the route from New Orleans to Mobile.

¶ This is for service from Panama to Chagres, performed by the New Grenadian government under treaty, at a stipulated price per trip, according to the weight of the mail, and which varies from year to year. The sum stated ($48,937) is the amount paid the last fiscal year.

S. D. JACOBS,
First Assistant Postmaster General.

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B.

Number of mail routes, mail contractors, route agents, local agents, and mail messengers, at the close of the contract year ending June 30, 1851.

Sections.	Routes.	Contractors.	Route agents.	Local agents.	Mail messengers.
New England	775	881	34	.....	100
New York	755	685	28	1	162
Middle	1,308	1,167	27	.....	95
Southern	941	801	22	.....	28
Northwestern	981	856	7	4	38
Southwestern	1,410	1,154	2	14	48
Ocean routes	6	5	7	2	
Total	6,176	5,549	127	21	471

S. D. JACOBS,
First Assistant Postmaster General.

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C.

Mail service in the southern section for the year ending June 30, 1851.

	Annual transportation.	Annual cost.
	Miles.	*Dollars.*
Railroads	1,121,933	225,569
Steamboats	798,447	96,104
Coaches	1,780,136	108,626
Inferior modes	3,965,708	190,703
Total	7,666,224	621,002

As in operation on the 1st of October, 1851.

	Annual transportation.	Annual cost.
	Miles.	*Dollars.*
Railroads	1,644,630	268,342
Steamboats	803,768	95,137
Coaches	2,344,263	131,492
Inferior modes	3,921,330	187,972
Total	8,613,931	682,943
	7,666,224	621,002
Difference	947,707	61,941

S. D. JACOBS,
First Assistant Postmaster General.

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D.

Railroad service, as in operation on the 1st of October, 1851.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	*Miles.*				
Maine	61*a*	From Bangor to Upper Stillwater	9		6	$50 00		
Do	91	From Danville Junction to Waterville	55		6	3,472 00		
Do	94	From Portland to Portsmouth, N. H.	52¼		12	6,718 00		
Do	97	From Portland to South Paris	48		6	3,257 00		
Do	134	From Portland to Bath	34		12	1,900 00		Embraces side supply.
				198¼			$15,397 00	
New Hampshire	201	From Concord to Lowell	50		18	6,429 00		Do
Do	206	From Concord to Plymouth	50		6	2,393 00		Do
Do	207	From Concord to White River Junction, with branch to Bristol	82		6	6,471 00		Do
Do	237*a*	From Dover to Farmington	18		6	80 00		
Do	262	From Concord to Bradford, with branch to Bristol	40		6	825 00		
				240			16,198 00	
Vermont	301	From Windsor to Rouse's Point	171		6	12,044 00		
Do	360	From White River Junction to St. Johnsbury	61		6	4,393 00		
Do	365	From Bellows Falls to Windsor	24¾		6	2,322 00		Do
Do	377	From Bellows Falls to Burlington	119		6	11,200 00		Do
				204¾			17,915 00	
Massachusetts	401	From Boston to Portsmouth, N. H.	54¾		12	8,324 00		Do
		Branch to Marblehead	4		6			
Do	402	From Boston to South Berwick Junction, Me., with 3 miles' branch from Dover, N. H., to Great Falls	77½		12	6,921 00		Do

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Do	403	From Boston to Lowell	26		18	3,600 00		
		Branch to Woburn	3		6			
Do	404	From Boston to Fitchburg	50¾		12	5,583 00		Do
		Branch to Lexington	8		6			
Do	405	From Boston to Worcester	46		24	9,219 00		
		Branch to Milbury	4		6			
Do	406	From Boston to Providence	43		18	7,006 00		
		Branch to Dedham	5½		12			
Do	407	From Boston to Plymouth	37½		12	3,500 00		Do
		Branch to Bridgewater	8					
Do	411	From Boston to Milton	7		6	190 00		
Do	418	From Lawrence to Salem, N. H.	7⅕		6	315 00		
Do	421	From Lowell to Lawrence	12		12	500 00		
Do	424	From Groton Junction to West Townsend	16		6	600 00		Do
Do	425	From Groton Junction to Lowell	18		6	600 00		Do
Do	428	From South Acton Depot to Feltonville	9		6	450 00		Do
Do	430	From South Farmingham to Milford	12		6	514 00		
Do	436	From Dedham Junction to Blackstone	27		6	1,825 00		Embraces side supply, with permission to go through to and from Boston.
Do	441	From South Braintree Junction to Fall River	42		12	3,579 00		Embraces side supply.
Do	442	From Braintree to Cohasset, with six additional trips to Weymouth, (two miles)	12		6	514 00		Do
Do	448	From Middleboro' to Sandwich	28		6	1,400 00		Do
Do	464	From Taunton to Mansfield Junction	12		13	1,114 00		
Do	465	From Taunton to New Bedford	21		13	1,950 00		
Do	471	From Fitchburg to Bellows Falls, Vt.	64		6	5,729 00		Do
Do	472	From Fitchburg to Brattleboro', Vt.	59½		6	4,066 00		Do
			10¼		12			
Do	473	From Worcester to Albany, N. Y.	56		18	22,543 00		
			101		12			
Do	479	From Worcester to Nashua, N. H.	45		12	2,893 00		
Do	503	From Springfield to Keene, N. H.	74		6	5,400 00		
Do	505	From Springfield to Chicopee Falls	4		12	172 00		
Do	512	From Pittsfield to North Adams	21		6	900 00		
				1026 1-12			93,407 00	

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D—*Railroad service*—Continued.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	*Miles.*				
Rhode Island.....	602	From Providence to Stonington, Ct...	50	.....	6	$5,000 00		
Do.....	610	From Providence to Worcester, Mass.	42	.....	12	3,612 00	.....	Embraces side supply.
				92			$8,612 00	
Connecticut	674	From Allyn's Point to Worcester, Mass.	59	.....	12	8,000 00		
			7	.....	6			
Do.....	687	From New Haven to Springfield, Mass.	63	.....	18	10,857 00		
Do.....	688	From New Haven to Tariffville... ...	45½	.....	6	2,435 00		
Do.....		Branch to Collinsville	11½	.....	6			
Do.....	689	From Bridgeport to Winchester	62	.....	6	2,657 00		
Do.....	705	From Bridgeport to State Line, Mass..	98	.....	6	5,143 00		
		Branch to Pittsfield	22	.....	6			
Do.....	710	From New York, N. Y., to New Haven, Ct.....	78	.....	18	13,312 00		
Do.....	711	From Hartford to Willimantic.....	32½	.....	6	1,380 00	.....	Embraces side supply & expenses of route ag't, if one is required.
Do.....	712	From New London to Palmyra.....	65.7	.....	6	2,769 00	.....	Do.
				544½			48,559 00	
New York	806	From New York to Greenport.....	101	.....	6	4,329 00		
Do.....	810	From New York to Dover	83	.....	6	3,497 00		
Do.....	811	From New York to Poughkeepsie	75	.....	6	3,214 00		
Do..... ..	813	From New York to Dunkirk	470½	.....	19	70,575 00		
		Branch, Elmira to Salubria	22	.....	6	943 00		
Do.....	889	From Hudson to Chatham Four Corners	17	.....	12	1,000 00		
Do.....	915	From Albany to Troy	6	.....	12	771 00		
Do.....	916	From Albany to Schenectady	17	.....	19	3,400 00		

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Do.	929	From Troy to Saratoga Springs	32		7	3,200 00		
Do.	930	From Troy to Schenectady	20½		7	879 00		
Do.	935	From Saratoga Springs to White Hall.	39½		7	3,950 00		
Do.	967	From Schenectady to Utica	78		19	15,600 00		
Do.	1030	From Utica to Syracuse	53		19	10,600 00		
Do.	1079	From Syracuse to Oswego	35½		13	3,297 00		
Do.	1080 & 1097	From Syracuse, by Auburn, to Rochester	104		19	20,800 00		
Do.	1164	From Rochester to Attica	44		19	8,800 00		
Do.	1198	From Attica to Buffalo	31		19	6,200 00		
Do.	1210	From Lockport to Lewiston and Niagara Falls	27		6	643 00		
Do.	1217	From Buffalo to Niagara Falls	22		7	1,000 00		
Do.	1244	From Niagara Falls to Lewiston	7		6	172 00		
Do.	1246	From Owego to Ithica	30		6	1,286 00		
Do.	1247	From Newburgh to Chester	20		6	857 00		
Do.	1252	From Rouse's Point to Ogdensburg	119		6	5,100 00		
Do.	1256	From Rome to Watertown	72		6	3,600 00		
				1,526			173,713 00	
New Jersey	1301	From New York to the intersection with Philadelphia road	36		13	11,138 00		
Do.	1302	From New York, N. Y., to Paterson, New Jersey	18		13	1,500 00		
Do.	1303	From New York, N. Y., to Morristown, New Jersey	32		12	1,600 00		
Do.	1315	From Elizabethtown to White House	36		12	1,934 00		
Do.	1334	From point of intersection to Philadelphia, Pa.	54		13	17,200 00		
Do.	1348	From Burlington to Mount Holly	7		12	200 00		
Do.	1352	From Philadelphia, Pa., to Trenton, New Jersey	34		7	3,400 00		
				217			36,972 00	
Pennsylvania	1401	From Philadelphia to Columbia	83½		14	12,525 00		
Do.	1405	From Philadelphia to Pottsville	97		10	11,086 00		
Do.	1415	From West Chester to Philadelphia	33		6	550 00		
Do.	1446	From Trenton, N. J., to Lambertsville, New Jersey	16		6	425 00		The intermediate offices on this route are in Pennsylvania.
Do.	1465	From Port Clinton to Tamaqua	20		6	858 00		
Do.	1469	From Lancaster to Harrisburg	37⅝		14	5,644 00		

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D—*Railroad service*—Continued.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	*Miles.*				
Pennsylvania	1476	From Columbia to Middletown	19		6	$815 00		
Do	1480	From York to Harrisburg	27		7	2,025 00		
Do	1488	From Harrisburg to Chambersburg	52		13	7,429 00		
Do	1492	From Harrisburg to Hollidaysburg	139		7	13,900 00		
Do	1504	From Chambersburg to Hagerstown, Md	22		6	943 00		
Do	1740	From Corning, N. Y. to Blossburg, Pa.	40		6	1,715 00		
				586½			$57,915 00	
Maryland	1901	From Baltimore to Philadelphia, Pa	102		20	38,250 00		
Do	1902	From Baltimore to Washington, D. C.	40		14	12,000 00		
Do	1903	From Baltimore to Cumberland	179		14	53,700 00		
		Junction to Frederick	3		7	300 00		
Do	1905	From Baltimore to Columbia	72		7	7,000 00		
Do	1927	From Annapolis junction to Annapolis	20		6	2,200 00		6 additional trips three months in the year.
				416			113,450 00	
Ohio	2139	From Columbus to Xenia	54		13	12,825 00		
Do	2143*a*	From Columbus to Cleveland	135		12	27,000 00		
Do	2165	From Mansfield to Sandusky	61		6	2,615 00		
Do	2206	From Springfield to Sandusky	134		6	8,615 00		
Do	2234	From Cincinnati to Springfield	65 / 19	84	13 / 6	17,300 00		
Do	2296	From Mansfield to Newark	63		6	2,700 00		
				531			71,055 00	
Virginia	2429	From Richmond to Charlottesville	99½		7	9,950 00		
Do	2431	From Richmond to Aquia Creek	75 23/32		7	18,046 33		
Do	2433	From Richmond to Petersburg	24½		7	5,818 47		

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Do	2445	From Petersburg to City Point	12		6	450 00		
Do	2448	From Petersburg to Weldon, N. C	64		7	15,200 00		
Do	2452	From Hicksford to Gaston, N. C	20		7	2,000 00		
Do	2470	From Portsmouth to Franklin depot	36		6	1,714 00		
Do	2553	From Winchester to Harper's Ferry	34		6	3,400 00		
				365⅔			56,578 80	
North Carolina	2801	From Raleigh to Gaston	87		7	8,700 00		
Do	2824 pt	From Weldon to Wilmington	160		7	38,000 00		
				247			46,700 00	
South Carolina	3101	From Columbia to Branchville	69		7	6,900 00		
Do	3102	From Columbia to Newberry C. H	48		6	2,412 50		
Do	3103	From Columbia to Winnsboro'	35		6	1,750 00		
Do	3108	From Camden to Junction	39		7	1,950 00		
Do	3131	From Charleston to Augusta	139		14	33,012 50		
				330			46,025 00	
Georgia	3250	From Savannah to Macon	192		14	33,600 00		
Do	3299	From Macon to Atlanta	102		14	17,850 00		
Do	3312	From Augusta to Atlanta	178¼		14	41,700 00		
Do	3320	From Athens to Union Point	39½		6	2,000 00		
Do	3365	From Atlanta to Newnan	40		7	8,459 00		
Do	3366	From Atlanta to Chattanooga	140		6	12,000 00		
Do	3374	From Kingston to Rome	183-5		6	930 00		
Do	3411	From Macon to Oglethorpe	50		7	2,500 00		
				760.3			119,039 00	
Michigan	3708	From Detroit to New Buffalo	218		6	29,134 00		6 additional trips during navigation.
Do	3712	From Monroe to Adrian	35		6	1,469 00		
Do	3716	From Toledo to Colwater	90		6	3,879 00		
				343			34,482 00	
Indiana	3903	From Indianapolis to Madison	87		6	7,457 00		
Do	3912	From Indianapolis to Anderson	36		6	926 00		
Do	3975	From Edinburg to Rushville	37		6	1,671 00		
				160			10,054 00	
Illinois	4154	From Springfield to Naples	55		6	2,914 00		
Do	4312	From Chicago to Elgin	43½		6			
		Branch to St. Charles	4		6	3,700 00		
		Branch to Aurora	13		6			
				115½			6,614 00	
Kentucky	5106	From Louisville to Frankfort	65		14	6,500 00		
Do	5113	From Frankfort to Lexington	29		14	2,340 00		
				94			8,840 00	

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D—*Railroad service*—Continued.

States.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	*Miles.*				
Tennessee.....	5473	From Charleston to Dalton.....	*40	40	7	$1,714 40	$1,714 40	
Alabama.....	5501	From Montgomery to West Point, Ga.	88½	.....	14	24,337 50		
Do.....	5557	From Decatur to Tuscumbia.....	43	.....	6	1,843 00		
				131½			26,180 50	
Mississippi.....	5704	From Jackson to Vicksburg.....	46	46	7	4,600 00	4,600 00	
Louisiana.....	6105	From New Orleans to Lafayette.....	2	2	6	150 00	150,000 00	
				8,216.5			1,020,170 70	

* Estimated.

S. D. JACOBS, *First Assistant Postmaster General.*

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E.

Steamboat service as in operation on the 1st of October, 1851.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	*Miles.*				
New Hampshire..	260	From Weir's Bridge to Centre Harbor and Wolfboro.....	30	.....	6	$100 00		
				30			$100 00	
Massachusetts....	461	From New Bedford to Nantucket.....	65	.....	6	3,000 00	.....	From November 25 to March 25, from Wood's Hole to Nantucket only, by steamboat and packet alternately. No contract.
Do.....	516	From Fall River, via Newport, R. I., to New York, N. Y.....	200 (estimat'd)	.....	6	1,500 00		
				265			4,500 00	
New York.....	801	From New York to Stonington, Ct....	125	.....	6	9,000 00		
Do.....	802	From New York to Norwich, Ct.....	142	.....	6	5,000 00		
Do.....	808	From New York to Tompkinsville.....	10½	.....	7	180 00		
Do.....	809	From New York to Albany and Troy..	150	.....	19	30,000 00	.....	During navigation, 19 times a week to Albany; thence 6 times a week to Troy.
Do.....	812	From New York to Port Richmond....	9	.....	6	130 00		
Do.....	813	From Dunkirk to Cleveland.....	180	.....	6	3,600 00		
Do.....	943	From White Hall to St. Johns, Canada.	150	.....	6	4,800 00	.....	During navigation.
Do.....	1121	From Salubria to Geneva.....	39	.....	12	2,194 00		
Do.....	1216	From Lewistown to Ogdensburg.....	300	.....	6	3,000 00	.....	During navigation.
Do.....	1246	From Ithica to Cayuga.....	40	.....	6	1,500 00		
				1,145½			59,404 00	

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E—*Steamboat service*—Continued.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	*Miles.*				
New Jersey.....	1804	From New York to Keyeport, N. J....	28	.....	5	$300 00		
				28			$300 00	
Ohio.....	2054	From Buffalo, N. Y., by Cleveland, Ohio, and Toledo, to Detroit, Mich..	385	.....	7	14,616 28	.....	During navigation. Mail carried at one cent per letter, and half a cent per newspaper. Pay estimated from the returns made by postmasters for the 1st quarter of the fiscal year 1851, except postmaster of Toledo. No returns having been received from that office, the estimate is made from the last fiscal year ending June 30, 1851.
Do.....	2240	From Cincinnati to Maysville, Ky.....	64	.....	6	2,000 00	.....	During navigation.
Do.....	2297	From Cleveland to Buffalo, N. Y.....	200	.....	6	8,000 00	.....	$1,000 per month during navigation—say eight months in the year.
				649			24,616 28	
Virginia.....	2401	From Washington, D. C., to Aquia Creek, Va.....	54½	.....	7	11,434 00		
Do.....	2440	From Richmond to Norfolk.....	148	.....	3	2,000 00		
Do.....	2467	From Norfolk to Hampton.....	18	.....	6	1,600 00		
Do	2468	From Norfolk to Baltimore, Md.....	200	.....	(*)	9,000 00		

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De.....	2469	From Norfolk to Eastville.....	57	.....	2	1,700 00		
Do.....	2576	From Wheeling to Parkersburg.....	96	.....	3	2,500 00		
				573½			28,234 00	
North Carolina...	2825 (part.)	From Wilmington to Charleston, S. C..	180	.....	7	37,000 00		
Do.....	2868	From Franklin Depot to Plymouth.....	108	.....	3	893 00		
				286			37,893 00	
South Carolina...	3133	From Charleston to Savannah, Ga.....	110	.....	7	14,000 00		
Do.....	3222	From Charleston, by Beaufort, to Savannah, Ga.....	160	.....	1	1,300 00		
				270			15,300 00	
Georgia.....	3251	From Savannah to Pilatka, Fla.....	358	.....	2	7,450 00		
Do.....	3413	From Savannah to New York, N. Y...	800	.....	1	4,160 00		
				1,158			11,610 00	
Florida.....	3509	From Pilatka to Mellonville.....	130	.....	1	1,500 00		
Do.....	3540	From Chattahoochee to Apalachicola..	150	.....	(†)	600 00		
				280			2,100 00	
Michigan.....	3701	From Detroit to Buffalo, N. Y.....	267	.....	6	10,000 00		
Do.....	3707	From Detroit to Sault Ste. Marie.....	351	.....	1	200 00	.....	During navigation.
Do.....	3789	From Grand Rapids to Grand Haven..	41	.....	3	160 00	.....	During navigation.
Do.....	3798	From Grand Haven to Milwaukie, Wis.	90	.....	3	960 00	.....	During navigation.
				749			11,320 00	
Illinois.....	4307	From Milwaukie, Wis., to New Buffalo, Mich.....	145	.....	6	7,500 00	.....	During navigation.
				145			7,500 00	
Wisconsin.....	4518	From Milwaukie to Sheboygan.....	50	.....	3	800 00	.....	During navigation.
				50			800 00	
Missouri.....	4829	From St. Louis to New Orleans, La...	1,250	.....	6	12,480 00	.....	Service engaged by the trip.
Do.....	4832	From St. Louis to Keokuk, Iowa.....	206	.....	6	7,800 00	.....	Service engaged by the trip.
				1,456			20,280 00	
Kentucky.....	5101	From Louisville to Cincinnati, Ohio...	142	.....	7	10,500 00		
Do.....	5102	From Louisville to New Orleans, La...	1,448	.....	7	49,400 00	.....	Service engaged by the trip.
Do.....	5108	From Louisville to St. Louis, Mo.; from Louisville to Cairo, Ill.; from St. Louis, Mo., to Cairo, Ill.....	650	.....	(‡)	15,000 00		
				2,240			74,900 00	
Tennessee.....	5443	From Nashville to Memphis.....	489	.....	2	8,000 00		
				489			8,000 00	

* Six trips per week 8½ months; 3 trips per week 3½ months.

† Two trips per week 8 months; 1 trip per week 4 months.

‡ Three trips per week 7 months to St. Louis; 2 trips per week 5 months to Cairo; 1 trip per week 5 months from St. Louis to Cairo.

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E—*Steamboat service*—Continued.

State.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Annual pay in each State.	Remarks.
			Miles.	*Miles.*				
Alabama	5502	From Stockton to Mobile	34		7	$8,000 00		Under coach contract.
Do	5540	From Gunter's Landing to Decatur	57		6	4,225 00		
				91			$12,225 00	
Mississippi	5711	From Vicksburg to New Orleans, La	374		(*)	10,920 00		Service engaged by the trip.
Do	5714	From Vicksburg to Yazoo city	110		3	1,495 00		
				484			12,415 00	
Arkansas	5901	From Little Rock to Napoleon	278		3	12,000 00		
Do	5924	From Batesville to Memphis, Tenn	203 / 469 } 672		2 / 1 }	7,000 00		
				950			19,000 00	
Louisville	6101	From New Orleans to Mobile, Ala	164		7	26,175 00		
Do	6102	From New Orleans to St. Francisville	165		3	9,360 00		Service engaged by the trip.
Do	6103	From New Orleans to Shrevesport	374 / 170 } 544		3 / 2 }	2,860 00		Service engaged by the trip.
Do	6104	From New Orleans to Covington	60		3	800 00		
				933			39,195 00	
Texas	6201 (sub 1)	From Indianola to New Orleans, La	540		1	12,000 00		
Do	6201 (sub 2)	From Brazos San Jago to New Orleans, La	550		1	15,000 00		
Do	6202	From Galveston to Houston	80		2	5,000 00		
				1,170			32,000 00	
				13,411 5-6			421,692 28	

* Six trips per week 9 months; 3 trips per week 3 months.

S. D. JACOBS, *First Assistant Postmaster General.*

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F.

United States mail service abroad, as in operation on the 1st of October, 1851.

No. of route.	Points.	Distance.	Number of trips.	Contractors.	Annual pay.	Remarks.
		Miles.				
1	New York by Southampton, England, to Bremen Haven, Germany.	3,750	Once a month.....	Ocean Steam Navigation Company, C. H. Sand, president.	$200,000	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1845.
2	Charleston, South Carolina, by Savannah, Georgia, and Key West, Florida, to Havana, Cuba.	669	Twice a month....	M. C. Mordecai.....	50,000	Under contract with the Postmaster General, agreeably to acts of Congress of March 3, 1847, and July 10, 1848.
3	New York to Havana, Cuba; thence to New Orleans, Louisiana; and from Havana to Chagres, New Grenada.	1,400 700 1,200	Twice a month..	George Law, M. O. Roberts, and B. R. McIlvain.	290,000	Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847.
4	Astoria, Oregon, by Umqua City, San Francisco, California, Monterey, and San Diego, to Panama, New Grenada.	4,200	Twice a month....	Pacific Mail Steamship Company, William H. Aspinwall, president.	348,250	Under contract with the Secretary of the Navy and Postmaster General, agreeably to acts of Congress of March 3, 1847, and March 3, 1851.
5	New York to Liverpool, England..	3,100	Twice a month for 8 months, & once a month residue of year.	E. K. Collins, Jas. Brown, and Stewart Brown.	385,000	Under contract with the Secretary of the Navy, agreeably to act of Congress of March 3, 1847.
6	New York, by Cowes, to Havre, France.	3,270	Once a month.....	Ocean Steam Navigation Company, M. Livingston, agent.	150,000	Under contract with the Postmaster General, agreeably to act of Congress of March 3, 1845.
	Panama to Chagres.....	60	Twice a month....	.....	49,387	Service performed by the New Grenadian government, under treaty, at a stipulated price per trip, according to the weight of the mail.

S. D. JACOBS, *First Assistant Postmaster General.*

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G.

Table showing the total annual transportation of mails, and the total annual cost of transportation for the last ten years—1842 *to* 1851—*both inclusive, also the amount of cost per mile.*

Year.	Aggregate total annual transportation.	Aggregate total annual cost of transportation.	Amount per mile.
1842	34,835,991	$3,110,783	8.9
1843	35,252,805	2,976,284	8.4
1844	35,409,624	2,968,295	8.3
1845	35,634,269	2,905,504	8.2
1846	37,398,411	2,716,673	7.2
1847	38,887,899	2,453,001	6.3
1848	41,012,579	2,549,266	6.2
1849	42,544,069	2,745,720	6.4
1850	46,541,423	3,095,974	6.6
1851	53,465,724	3,870,691	7.2

S. D. JACOBS,
First Assistant Postmaster General.

II.

Statement showing the amount paid for mail transportation, and the net revenue arising from postages in each State, and Territory for the fiscal year ending June 30, 1851.

States and Territories.	Amount paid.	Net revenue.	States and Territories.	Amount paid.	Net revenue.
Maine	$46,690 25	$89,761 92	Illinois	$156,685 71	$115,184 53
New Hampshire	27,662 00	59,902 20	Wisconsin	34,759 77	60,725 35
Vermont	50,643 93	58,965 44	Iowa	24,850 05	26,568 86
Massachusetts	132,164 84	358,120 72	Missouri	101,313 23	83,787 95
Rhode Island	12,088 20	39,328 34	Kentucky	87,121 70	86,472 49
Connecticut	62,176 13	110,971 81	Tennessee	74,142 59	64,185 86
New York	324,970 14	933,977 13	Alabama	143,798 70	75,987 75
New Jersey	42,813 37	66,156 20	Mississippi	84,256 58	55,536 01
Pennsylvania	146,105 64	396,699 91	Arkansas	61,244 90	17,215 53
Delaware	6,489 87	12,521 38	Louisiana	68,464 61	116,936 06
Maryland	143,150 97	121,864 61	Texas	114,744 83	28,474 12
Dist. of Columbia		11,109 45	California	111,515 87	227,152 82
Virginia	169,687 83	141,579 13	Oregon	9,875 80	3,282 54
North Carolina	154,977 40	46,647 07	Minnesota	1,192 89	1,874 13
South Carolina	108,488 80	76,108 62	New Mexico	350 00	243 68
Georgia	146,772 94	101,749 42	Utah		718 90
Florida	31,701 55	13,798 24	Nebraska		25 17
Ohio	138,836 32	286,311 24			
Michigan	39,634 58	62,387 69			
Indiana	76,225 82	88,638 03	Total amount.	2,935,597 81	4,035,915 30

S. D. JACOBS,
First Assistant Postmaster General.

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REPORT

OF THE

SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
November 29, 1851.

SIR: For the purpose of enabling you to recommend to Congress, at its approaching session, such measures as you may judge necessary and expedient respecting the various subjects confided to the Department of the Interior, I respectfully submit the following report.

The law creating this department was approved the 3d of March, 1849. By its provisions, the Secretary of the Interior is required to exercise supervisory and appellate powers over the acts of the Commissioner of Patents, of the General Land Office, of Indian Affairs, of Pensions, and of Public Buildings; and also over the accounts of marshals, clerks and other officers of the courts of the United States; over the officers engaged in taking the census, the inspectors and warden of the penitentiary of the District of Columbia, and the subject of lead and other mines of the United States. He is also charged with other duties not specially mentioned in the law, but which, from their peculiar nature, appropriately belong to his office. Among these is the general supervision of the proceedings of the commission instituted, under the treaty of Guadalupe Hidalgo, to run and mark the boundary line between the United States and Mexico. Under each of these several heads he has important and responsible functions to perform. He prescribes rules for the general administration of the different bureaus; sees to their faithful execution, and decides, judicially, on all appeals from either of them which may be brought before him.

Such is the general outline of the duties of the office. The reports of the heads of the several bureaus will give full and satisfactory information of their respective operations, accompanied by many valuable suggestions of improvements and modifications in the existing laws.

It is proper, however, that I should exhibit to you a condensed summary of the condition of the department as a whole, with such remarks of my own as the public interests seem, in my judgment, to demand. This I will now proceed to do; and, for the sake of convenient reference, my statements will be arranged under the different heads above enumerated, and such others as may be necessary.

ESTIMATES OF APPROPRIATIONS.

The following tabular statement shows the estimates of the department for the fiscal year ending 30th June, 1853, with a parallel column exhibiting those for the year ending 30th June, 1852. This form of presenting the subject is adopted for the purpose of making a comparison of the estimates of the two years without the trouble of a reference to former reports.

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	1852.	1853.
Department proper	$28,250 00	$35,827 50
Land service	836,152 50	1,284,916 47
Indian affairs	2,441,472 66	1,343,276 36
Pension Office	2,624,726 31	1,566,040 00
Census	.....	150,000 00
United States courts	592,747 00	672,053 00
Public buildings	481,275 00	418,504 71
Pauper lunatics	10,000 00	10,000 00
Agricultural statistics	5,500 00	5,500 00
Penitentiary of the District of Columbia	11,900 00	9,210 00
Mexican boundary survey	100,000 00	200,000 00
Totals	7,132,023 47	5,695,328 04

A reference to the aggregate of the two columns will show that the estimates for the next year are less, by $1,436,695 43, than those for the present fiscal year, although they embrace many items of large amount for new objects not embraced in the estimates for the present year—as, for example, $150,000 for the census, and upwards of $300,000 for surveying the public lands in California.

This reduction results from no diminution of the actual expenses of this branch of the public service, but from the fact that the estimates for this year embraced many very large items for *deficiencies* of the preceding year. A vicious practice has prevailed for some years past, of reducing the estimates at the commencement of the session below the amount actually necessary, with the view of afterwards applying for additional appropriations in what is called a deficiency bill. I took occasion in my last report to express my disapprobation of this practice, and I required the heads of the several bureaus, attached to this department, to make full and fair estimates of all that the public service required. It was accordingly done, and now, instead of deficiencies amounting to near two millions of dollars, it will be found that they are but little over $300,000. It is impossible to foresee what will be the actual expenditures of any given year, because they depend on contingencies beyond the control of the department; but it must be admitted that there has been a reasonable approximation to accuracy, when it is found that, in the disbursement of more than seven millions of dollars, the expenditures exceed the estimate only about $300,000.

With these general remarks, I proceed to submit detailed explanations of each class of the estimates, in the order in which they stand.

Department proper.

Under this head the estimate for the next fiscal year exceeds that for the present, $7,577 50. This results from the fact that at the expiration of the last fiscal year unexpended balances of former appropriations remained, as stated in my last annual report, which brought the estimates of the present year below their legitimate amount.

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Land service.

The estimate for the present fiscal year amounted to		$836,152 50
To this add the amount appropriated at the last session, for settling land-titles in California	$50,000 00	
That for surveys of the public lands	25,000 00	
And the sum embraced in the present estimates, to meet deficiencies for the present year	155,305 00	
		230,305 00
And the expenditures properly chargeable to the present fiscal year will be shown to be		1,066,457 50
The estimate for the next fiscal year amounts to		$1,284,916 47
Deduct the sum embraced therein to meet deficiencies in the present year		155,305 00
And the amount chargeable to the next year is		1,129,611 47
Being an excess over the estimate for the present year, of		63,153 97

This is accounted for by the unexpectedly large amount required for the surveys in California. Leaving California out of the question, and the estimates compare thus:

Estimate for the present year		$836,152 50
Deduct the amount therein for surveys in California		7,000 00
And it will leave the amount chargeable to the present year		829,152 50
Estimate for the next fiscal year		$1,284,916 47
Deduct deficiencies of present year	$155,305 00	
And the amount embraced for California,	307,575 00	
		462,880 00
And the amount properly chargeable to the next fiscal year will be		822,036 47

Being $7,116 03 less than the amount properly chargeable to the present year.

Indian affairs.

Under this head the estimates for the next fiscal year amount to $1,098,196 30 less than those for the present fiscal year. For reasons stated in my last annual report, the estimates for the present year were unusually large, but the estimates for the next fiscal year are even below the average of those for the last and present fiscal years.

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Pensions.

Here the estimates for the next fiscal year amount to $1,053,686 31 less than those for the present year.

It was stated in my last report, that though the estimates for the present year amounted to $2,624,726 31, there was chargeable to the present year only the sum of	$2,260,037 86	
To this add $20,733 33, appropriated at the last session, but not embraced in the last estimates, and $20,000 embraced in the present estimates, to meet deficiencies on account of clerk-hire for the present year, rendered necessary by the bounty land law of 28th Sept., 1850	40,733 33	
		2,300,771 19
Then deduct the sum which it is now anticipated will remain on the 30th June, 1852, as the unexpended balances of appropriations for paying pensions - -		380,500 00
And the amount now ascertained to be chargeable to the present year is only - - - - - - - -		1,920,271 19
The estimate for the next fiscal year amounts to - -		$1,566,040 00
To this add the sum of the unexpended balances which it is supposed will remain on hand at the end of the present year - - - - - - - - - -		380,500 00
		1,946,540 00
Then deduct the amount embraced therein to meet deficiencies in the present year - - - - - -		20,000 00
And the amount properly chargeable to the next fiscal year will be found to be - - - - - - - -		1,926,540 00

Only $6,268 81 more than for the present year, notwithstanding the increase of clerical force rendered indispensably necessary in the execution of the bounty land law of 1850.

Census.

The estimates of last year embraced nothing under this head, the former appropriations being then thought sufficient to meet all demands. The experience of another year, however, would indicate otherwise, and for this reason the further sum of $150,000 is asked, to complete the work. It is gratifying to find that in estimating for such an extensive service, so near an approximation to the actual cost was attained.

United States courts.

Here there is an apparent excess over the estimate of last year of $79,306. The appropriation for the last fiscal year fell short of the actual

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expenditures of that year, about $20,000, which was supplied out of the appropriation for the present fiscal year. The diversion of that amount from the purposes of the present year, renders it necessary to increase to that extent the estimate for the next fiscal year. And it has been found necessary to increase the estimate for the next fiscal year for California, New Mexico and Utah, alone, to $70,000, being an increase of $25,000.

The estimates for the next fiscal year amount to - - -		$672,053 00
Deduct the sum required to replace a like amount of the present appropriation applied to the purposes of the last year - -	$20,000 00	
And also the additional amount included for California, New Mexico and Utah -	25,000 00	
		45,000 00
		627,053 00

And the excess of the estimate for the next fiscal year over that for the present year is only $34,306; an increase of expenditures not inconsistent, it is believed, with the increase of judicial districts and the business therein, and not greater than the average of the annual increase of expenditures for judicial purposes.

Pauper lunatics and agricultural statistics.

Under these heads the estimates are the same as last year.

Public buildings.

Under this head the estimates for the next fiscal year are $62,770 29 less than they were for the present year, notwithstanding they embrace items to the amount of $51,834 71 to meet deficiencies in the appropriations for the present fiscal year.

The estimates for the next fiscal year amount to - - -	$418,504 71
Deduct therefrom the amount of the deficiencies chargeable to the present year - - - - - - - -	51,834 71
And the amount properly chargeable to the next year will be	366,670 00
The estimates for the present fiscal year amounted to - -	$481,375 00
Add the deficiencies above stated - - - - -	51,834 71
And the amount properly chargeable to the present year will be	533,109 71

Which is $166,439 71 more than is now estimated for the next fiscal year.

Penitentiary.

Here the estimate for the next fiscal year is $2,690 less than that for the present year. This diminution of expenditures results from the increased productiveness of the institution, arising from its better management.

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Mexican boundary survey.

The amount embraced in the regular estimates, for the present fiscal year, was - - - - - - - - - - $100,000
The amount included in the estimates for the next year is - 200,000

There would, therefore, appear to be an excess over the estimate for the present year of $100,000; but this is merely apparent. After the regular estimates had been submitted, letters were received from the commissioner, making such representations as to the cost of transportation and the scarcity and high price of provisions, &c., in the country along the line, as to render it necessary to ask for a larger sum. The facts were communicated to the Committee of Ways and Means of the House of Representatives, and to the Committee on Finance in the Senate, and they were requested to increase the appropriation to $180,000. This was not done, however, and there was consequently a very large deficiency in the appropriation for the current year. The present estimates include this deficiency as being $80,000, which added to the appropriation of $100,000, makes the expenditures on account of the present year $180,000; and deducting it from the gross amount of the present estimates, leaves $120,000 only chargeable to the next fiscal year, being $60,000 less than the amount required for the present year.

PENSION OFFICE.

This bureau has charge of two distinct branches of business, viz: pensions and land bounties.

Pensions may be classed under six different divisions:

First, to soldiers of the Revolution;

Second, to widows of revolutionary soldiers;

Third, to invalids;

Fourth, to widows and orphans of soldiers in the Mexican war;

Fifth, to persons in the naval service of the United States;

Sixth, Virginia half-pay and commutation claims.

The whole number of pensions of all classes now on the rolls is 19,611, of whom 13,467 were paid during the first two quarters of the present year, the latest period to which we have reports. The number added to the rolls during the year was 2,287, and the number of deaths reported, 765. The whole amount expended for pensions during the year ending 30th September, 1851, exclusive of navy pensions, is about $1,439,848.

Revolutionary pensions.

The first act granting pensions to revolutionary soldiers was passed 18th March, 1818. The whole number pensioned under that act, up to the present time, is 20,485, of whom only 1,383 now remain on the rolls; being a reduction, since my last report, of 140.

The next law on the subject was passed on the 15th May, 1828. Under it, 1,155 pensions were granted. At the date of the last report but 162 remained on the rolls, of which number 34 are supposed to have died during the last year, as only 128 are reported as being now on the rolls.

The third and much the most comprehensive law, granting pensions to soldiers of the Revolution, was passed 7th June, 1832. 32,986 persons

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have been beneficiaries under this act, but only 4,813 now remain on the rolls.

Widows of revolutionary soldiers.

The first law granting pensions to persons of this class was passed the 4th July, 1836. Under its provisions 5,068 have received pensions. The number now on the rolls under that act and the act of 21st July, 1848, is 2,774.

The act of 7th July, 1838, granted pensions to widows of revolutionary soldiers who were married prior to 1794. Of 11,191 who received the benefit of that law, only 186 received their pensions during the first two quarters of the present year.

The act of 2d February, 1848, extended the benefits of the law of 1838 to such widows as had been married prior to the 1st of January, 1794. The whole number pensioned under this act is 5,790, of whom 4,294 are yet on the rolls. The act of 29th July, 1848, extended its benefits to those who were married prior to 1800, and, under the law, 960 have been pensioned, all of whom, according to the returns, yet remain on the rolls.

It thus appears that time is rapidly sweeping from existence these ven erable objects of national gratitude and munificence.

Invalid pensions.

The whole number of pensioners of this class now on the rolls is 5,359, of whom 617 have been added during the year.

Mexican war pensions.

The act of 21st July, 1848, and the supplemental act of 22d February, 1849, and the joint resolution of 28th September, 1850, gave pensions to the widows and orphans of soldiers killed in the Mexican war, or who died from disease contracted in the service. Under these laws 1,750 persons are now receiving pensions, showing an increase of 294 since the date of my last report.

Navy pensioners.

It has heretofore been the custom to report the statistics relating to pen sioners of this class to the Secretary of the Navy, by whom they were communicated to the President. But believing that it would be more satis factory to embody all the facts relating to the entire subject of pensions in a single report, I have deemed it proper to embrace this class with the others.

It appears from the report of the Commissioner of Pensions, that the number of invalid pensioners of this class now on the rolls is 709, 29 having been added during the last year; that the number of widows now on the rolls is 481, being an increase during the last year of 92; and that the number of orphans is 38, 11 having been added since the last report. The aggregate amount required to pay pensioners of this class now on the rolls, is $147,264 96.

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Virginia half-pay and commutation claims.

The half-pay claims examined and allowed since the date of my last report amount to $41,490, including the sum of $5,289 04 which had been previously adjudicated but not paid.

No action has been taken on any commutation cases during the year. Congress having indicated a purpose to legislate in regard to them, I directed a suspension of further proceedings until the close of the next session, so as to afford them an opportunity of expressing their will on the subject.

Bounty lands.

Donations of public lands in consideration of military service have been made, under different laws, to various classes of soldiers. The first grants of this kind were to

Soldiers of the war of 1812.

In my last report the whole number of warrants issued to soldiers of our last war with Great Britain was stated to be 28,978. Since that time the following additional warrants have been issued, viz: 1 for 320 acres, 55 for 160 acres, and 36 for 40 acres each. There are still 450 claims suspended for further evidence.

Mexican war.

There have been 90,146 applications filed for bounties under the act of 11th of February, 1847, granting lands or scrip to soldiers engaged in the war with Mexico. In all, 83,955 claims have been allowed, and warrants or scrip issued to the parties entitled. The warrants and scrip issued since the last annual report, are as follows, viz:

3,020 warrants for 160 acres each.
223 warrants for 40 acres each.
63 certificates for $100 each, and
2 certificates for $25 each.
6,191 cases are suspended for further evidence.

The bounty land law of 28th September, 1850.

This act is much more liberal and comprehensive in its provisions than any previous law of a similar character. It gives to all persons living, and to the widows and minor children of such as are dead, who have been actually engaged in the military service of the United States, in any war from 1790 to the close of the Mexican war, for the period of one month or more, bounty land graduated in quantity according to length of service. If all the soldiers engaged in these wars were now living, or represented by persons entitled to the benefits of the law, the number of claims would not be less than *five hundred and fifty thousand;* and assuming 80 acres as the average grant to each, the quantity of land disposed of would be *forty-four millions of acres.* Making proper allowance for those who had died leaving no representatives entitled to claim, the former Commissioner of

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Pensions estimated the number of applicants at *two hundred and fifty thousand.*

The result has proved that he did not over-estimate the number. Between the 28th of September and 5th of November, 1850, 9,418 applications were filed. On the 1st of November, 1851, the whole number received was about 157,000; and as they are still coming in rapidly, it will not fall far below 170,000 at the commencement of the session of Congress.

The duty of acknowledging, registering, endorsing, filing, investigating, deciding and issuing warrants for such a vast number of claims, involved great labor and responsibility. It was necessary, in the first place, to prescribe forms of application and modes of proof by which they were to be established. The next step was to collect, arrange and classify the rolls of the different companies—extending through a period of near sixty years, and embracing more than half a million of soldiers—so that the claim of each applicant might be compared with them, and his identity and term of service accurately ascertained.

No provision had been made by law to enable the office to dispose of this immense increase of business. Hence, at first, the "declarations" were merely tied up in bundles, in the order in which they were received, and deposited in a room for safekeeping, until arrangements could be made for their examination. For some months the receipts ranged from 1,000 to 1,500 per day. There was consequently a large accumulation of them before the necessary preparations could be made for investigating their merits and issuing the warrants.

Under these circumstances, and knowing that a tardy execution of the law would defeat the purposes of those who passed it, and deprive many aged persons of the benefit of its provisions, I felt warranted in assuming the responsibility of increasing the force of the Pension Office with reference to that particular service. This course was approved by Congress at its last session, and appropriations were promptly made, not only to pay the clerks who had thus been employed, but for a still further addition to the force.

With the view of ascertaining how many additional clerks would be necessary to keep pace with the number of applications, I called on the late Commissioner for an estimate of the probable number which would be submitted during the year. He could of course form his opinion only from the facts before him in relation to other laws of a similar nature. From these data he concluded that the number presented within the first year would be about fifty thousand, or one-fifth of the whole. Guided in some measure by his estimate, but still desirous of making an allowance for contingencies, I asked for a number of clerks sufficient to adjudicate and issue warrants for 60,000 claims, which were granted. It was soon found, however, that the number of applications would be almost three times as great as had been supposed. As far as the means at my disposal would allow, I have endeavored to meet the emergency. Some additional clerks have been employed. Others, who could be spared for a time from my own office, have been detailed to do duty in the Pension Office, and the clerks of that bureau have been required to work an hour longer in each day than has heretofore been customary. In all these efforts to advance the progress of the business, I received the cordial co-operation not only of the head of the bureau and his efficient acting chief clerk, but of the large body of his assistant

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clerks engaged on that business, who have manifested the most laudable zeal in the discharge of their respective duties.

The first warrants were issued about the first of February last. For some months the number sent out each day was comparatively small, because many of the clerks were engaged in acknowledging the receipt of claims corresponding with claimants, and registering, filing, and preparing the cases for adjudication. Notwithstanding all these difficulties, of the 157,000 claims which had been filed on the 1st of November, 1851, 76,000 had been examined, and 54,000 carried into warrant; 22,000 have been rejected or suspended for further consideration. The number of warrants now issued daily exceeds 400, and by the meeting of Congress the aggregate number of warrants issued will be about 70,000.

Thus it will be seen that in the short space of nine or ten months, almost as many cases have been adjudicated under the act of 1850, as have been disposed of under the law of 1847, in relation to Mexican warrants, since its passage.

It may not be improper here to remark that it has been the invariable rule of the office to act on the cases in the order of their presentation. If there have been occasional departures from it, they have been the effect of accident, and not of design. Complaints have been made to me from various quarters that the rule had been violated, but it was found, in every instance, that the cases which it was alleged had been improperly passed by, in favor of junior applications, were those which had been suspended for some defect or informality. As soon as a case is ascertained to belong to this class, it is laid aside until the defect can be supplied, and in the mean time the office proceeds with other applications in their appropriate order. Any other rule would cause endless delay.

The report of the Commissioner of Pensions contains many valuable suggestions of amendments and modifications of the existing laws, to all of which I respectfully invite your attention. The most important are the following, viz:

1. That the benefits of the pension laws be confined to those who rendered the military service, and to the widows and *minor* children of such as are dead.

2. That more efficient provisions be adopted to prevent frauds under the various pension laws, and more especially under those relating to invalids.

Within the last year, two hundred and thirty-one applications for invalid pensions were presented from two of the western States, all of which were authenticated according to the forms of law. But the Commissioner having conceived the suspicion that many of them were fraudulent, I caused a confidential agent to visit the neighborhood, and it was ascertained that only sixty-one were just, and that the residue were fraudulent.

3. That warrants for bounty lands, under the act of September 28, 1850, be made assignable. Most of the holders of these claims are persons far advanced in life, or widows or orphans who have not the means of locating them to advantage, and can therefore only make them available by sale.

4. The enactment of a law making it a felony to forge, utter or publish as genuine any forged land warrant, or other evidence of claim against the United States, for land, or any endorsement or assignment thereof.

The circuit court of the United States at Columbus, Ohio, recently quashed an indictment against a prisoner, for forging a land warrant, on the

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ground that there was no law of the United States making it a penal offence.

I beg leave to remark, that the laws of the United States in regard to the subject of forgery are exceedingly defective, and need revision. They are, generally specific, and directed against enumerated offences. I would respectfully suggest the propriety of inviting the attention of Congress to this subject, and of recommending the passage of a general law similar in its provisions to those adopted in England and most of the States of the Union, and comprehensive enough to embrace the forgery of every conceivable species of paper, to the injury of the United States or those having claims against the government for money, land, or anything else of value.

In addition to the changes proposed by the Commissioner, in view of the great increase of the business of the Pension Office, I respectfully recommend that provision be made by law for the appointment of an assistant Commissioner of Pensions. The Commissioner's judicial duties furnish him full occupation, and render it absolutely impossible for him to authenticate and transmit the large number of warrants and certificates now issued from the office, and perform the other duties of a ministerial character which he is now required by law to discharge.

I also recommend that the law regulating the compensation of clerks be so modified as to enable the department to graduate their salaries according to the nature and value of the services rendered by them respectively. At present no temporary clerk can receive more than $3 33\frac{1}{3}$ per day. This is insufficient to command the talents necessary for some branches of the service, and is more than enough for others. My proposition would involve no increase of the aggregate compensation of the clerks, but only a more equitable apportionment of it.

PUBLIC LANDS.

The report of the Commissioner of the General Land Office will exhibit much activity in the operations of that bureau and the various branches of the public service connected with it.

The quantity of land sold during the last fiscal year was 1,846,847.49 acres; for which the sum of $2,370,947 45 was received. The quantity sold during the first quarter of the present fiscal year was 473,140.65 acres, producing $601,691 01. The quantity sold during the corresponding quarter of the last fiscal year was 266,879.66 acres, the proceeds of which amounted to $349,876 06: thus showing a considerable increase in the sales of the present over those of the last fiscal year. The quantity of land located during the last fiscal year with bounty-land warrants was 2,454,000 acres; which added to the quantity sold for cash, makes an aggregate of 4,300,847.49 acres. Had the quantity located with warrants during the last fiscal year been disposed of for cash at the minimum price, the aggregate of revenue from sales of the public lands would have been $5,438,447 45. The whole number of warrants issued up to the 1st of November instant under the Mexican war bounty-land law of 11th February, 1847, is 80,781. Of these, 66,618 have been located and returned to the General Land Office; and of this latter number, 66,200 have been patented. The whole number of warrants issued up to the same period under the general bounty-land law of September 28, 1850, is 54,201; and

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of the 3,708 which have been located and returned to the General Land Office, 1,950 had been patented on the 1st ultimo.

Surveys, as authorized by law, have been commenced in Oregon and California, but restricted, as yet, to the establishment of the principal base and meridian lines, from which are subsequently to be projected the township and subdivisional surveys. The surveyors general of Oregon and California deserve great credit for the energy which has thus far characterized their labors. Plats have already been received at the General Land Office, showing the base and meridian lines in Oregon and commendable progress in the establishment of those in California.

In conducting these surveys, the object has been to profit by the suggestions of past experience; and to this end a manual of instructions in detail was prepared for the government of the surveyors general and their deputies, calculated, it is believed, to facilitate their field operations.

The law authorizing the extension of the surveys into the Territory of Oregon provided for the introduction of what is known as the "geodetic method," should the department deem it expedient to do so; but, for reasons assigned by the Commissioner, it was not considered advisable to adopt it, further than to combine with the rectangular surveys a system of triangulations to prominent objects observable from the legal stations on the main lines of the survey between the Cascade mountains and the coast. In the instructions to the surveyor general, his attention was specially drawn to the provisions of the treaty concluded on the 15th of June, 1846, between the United States and Great Britain, respecting the rights of the Hudson's Bay and Puget Sound Agricultural Companies, and of other British subjects; and as no steps had been taken by the United States with a view to the acquisition of the lands in the occupancy of these companies, as provided for by said treaty; and as no means had been provided for ascertaining and defining the particular lands the rights to which were, by the terms of the treaty, to be respected, it became necessary to require that the claimants should present to the surveyor general the evidence of the rights claimed by them; and the surveyor general was directed to avoid, as far as practicable, any sectional or other minute subdivisions of the lands covered by such claims, and merely to extend the township lines over them, so as to indicate their relative position and extent. The surveyor general is required to report his proceedings in the premises; and it is recommended that provision be made by law for the prompt ascertainment and final adjustment of all the claims coming within the purview of the treaty.

Pursuant to the act of Congress approved 3d March, 1851, "to ascertain and settle the private land claims in California," a commission has been organized, and will convene at San Francisco on the 8th day of December, proximo. With a view to facilitate their operations, they were directed to organize in this city on the 10th September last, when instructions as to the material subjects contemplated by the law were given to them, which it is believed will be advantageous to the claimants and to the government, by ascertaining in the outset the particular parcels of land claimed, and thereby avoiding uncertainty and embarrassment in disposing of the public domain. The archives of the former governments of California have been delivered over to the surveyor general, who is authorized to employ a competent person to arrange, classify and index them, so that they may be rendered available in the examination of land titles.

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It is recommended that our general land system be extended over California, in such details as, in the wisdom of Congress, may be deemed best adapted to the peculiar condition and character of the country, and that the actual settlers on the agricultural lands may have such preference in becoming purchasers thereof, as is in accordance with the general spirit of our pre-emption laws.

Mineral lands in California.

In my last annual report I stated my objections to leasing the mineral lands, as recommended by my predecessor. I then expressed the opinion that they should be divided into small parcels or lots, and sold at public auction. Subsequent information and reflection, however, have led me to doubt the propriety of that recommendation. The public sentiment of California seems to be opposed to any individual appropriation of the gold-bearing lands; and as the present system of leaving them a common, open to the enterprise of all our citizens, and subject only to such regulations as the miners themselves may adopt, and to the State laws for the preservation of the peace, seems to have worked well in practice, I am inclined to think that the wisest policy is not to interfere with it for the present, but to wait until time and experience shall have pointed out some less objectionable mode of disposing of them. The whole subject is embarrassed with difficulties, and it would seem to be better to submit to the temporary inconvenience of an imperfect system, than to incur the hazard of adopting one founded in erroneous principles, under which rights might be vested in individuals, and the evils become irremediable by the legislative power.

The report of the Commissioner contains many valuable suggestions and recommendations with regard to certain lands, the titles to which have been adjudicated in suits against the United States, as authorized by the act of June 17, 1844; the interference of sales and locations with old grants; amendments of the provisions of the pre-emption portion of the act of 4th September, 1841; the revival and continuance of the powers conferred by the act of 3d March, 1846, for the adjustment of suspended entries; as to the mode of disposing of abandoned military reservations and the unsold portions of the Chickasaw cession of 1832; and with respect to the districts from which the jurisdiction of the surveyors general has been withdrawn, their offices abolished, and the archives transferrrd to the authorities of the States; the propriety of allowing certain fees to the registers and receivers for their services in locating bounty-land warrants; and the increase of the compensation of the surveyors general of Oregon and California—to all of which I respectfully invite your attention.

INDIAN AFFAIRS.

The report of the Commissioner of Indian Affairs will furnish full and precise information in regard to the present condition of all the various tribes within our borders, and the nature of our existing relations with each of them.

It will be seen that the tribes resident in New York, and in the country west of Arkansas, are living under governments established by themselves, and making gradual advances in agriculture and all the pursuits of civilized life. Those settled in the northwest are also beginning to assume the

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habits and occupations of the whites, and are living as peaceable citizens on their own territory. They have thus acquired the good-will of their neighbors, and in some instances, where, by the terms of their treaties with the United States, they are liable to be removed at the will of the President from their present abodes, petitions numerously signed by white persons resident in their immediate vicinity have been presented, praying that they may be allowed to remain. Under these circumstances, humanity and sound policy alike require a compliance with the wishes of the petitioners, and I therefore cordially concur in the recommendations of the Commissioner to that effect.

Treaties have been negotiated with some of the tribes of the northwest on terms mutually advantageous to the contracting parties, by which their title has been extinguished to a large domain in Minnesota, covering an area as extensive as the State of New York, and well adapted to the purposes of agriculture.

Treaties have also, it is believed, been negotiated with many of the tribes resident in New Mexico, California, Oregon, and the country west of Missouri. But, as they have not yet been received, no definite information can now be given as to the precise character of their stipulations.

In New Mexico, many depredations have been committed on the inhabitants by the warlike tribes of Apaches and Comanches, notwithstanding their treaty obligations to abstain from all such aggressions. Hostile incursions have also been made by them into the territory of Mexico, and many citizens of that republic have been carried as captives into the Indian country. The agents of the United States in that quarter have used every means in their power to prevent these outrages, but without success. It may, therefore, become proper to bring the military power of the country in aid of the civil authority in teaching these lawless bands to respect the rights of our citizens and those whom we have engaged to protect.

The acquisition of New Mexico and California, and the rapid expansion of our settlements in Oregon and Utah, have given increased importance to our Indian relations, and may render a change in our whole policy in regard to them necessary. Heretofore, our settlements being confined to the eastern portion of our continent, we have been gradually forcing the Indian tribes westward, as the tide of population flowed in that direction. By this means they have accumulated in large numbers on our western frontier.

The results have been: injury to the Indians, by crowding them together in such numbers that the game is insufficient for their support; and injustice to the western States, whose security is endangered by the proximity of their savage neighbors. But since the acquisition of California and Oregon, and the establishment of large settlements on the coast of the Pacific and in Utah, a new flow of white population is advancing upon them from the west. The pressure is, therefore, increasing upon them from both sides of the continent. On the north and south they are also hemmed in by civilized communities. They are thus encompassed by an unbroken chain of civilization; and the question forces itself upon the mind of the statesman and the philanthropist, what is to become of the aboriginal race? This question must now be fairly met. A temporizing system can no longer be pursued. The policy of removal, except under peculiar circumstances, must necessarily be abandoned; and the only alternatives left are, to civilize or exterminate them. We must adopt one or the other. A just, hu-

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mane, and Christian people cannot long hesitate which to choose, and it only remains to decide upon the means necessary to be adopted to effect the contemplated revolution in the Indian character and destiny. It is a great work, and will require time for its accomplishment; but it can, and I believe will, be achieved. It must be commenced by substituting kindness for coercion; by feeding and clothing them, rather than warring upon and driving them from their territory.

It cannot be denied that most of the depredations committed by the Indians on our frontiers are the offspring of dire necessity. The advance of our population compels them to relinquish their fertile lands and seek refuge in sterile regions, which furnish neither corn nor game for their subsistence. Impelled by hunger, they seize the horses, mules, and cattle of the pioneers, to relieve their wants and satisfy the cravings of nature. They are immediately pursued, and, when overtaken, severely punished. This creates a feeling of revenge on their part, which seeks its gratification in outrages on the persons and property of peaceable inhabitants. The whole country then becomes excited, and a desolating war, attended with a vast sacrifice of blood and treasure, ensues. This, it is believed, is a true history of the origin of most of our Indian hostilities.

To avoid results like these, I would respectfully recommend that appropriations be made to buy food and clothing to supply their immediate wants; that they be permitted to retain suitable portions of their present territory, which should be set apart for their exclusive use and occupation; that they be furnished with implements of husbandry and domestic animals, and encouraged to engage in agricultural and pastoral pursuits, and to rely on the products of their labor, instead of the spoils of the chase, for the support of themselves and their families.

The great obstacle to success, which must be met and overcome in the outset, is their nomadic mode of life. All history admonishes us of the difficulty of civilizing a wandering race who live mainly upon game. To tame a savage you must tie him down to the soil. You must make him understand the value of property and the benefits of its separate ownership. You must appeal to those selfish principles implanted by Divine Providence in the nature of man, for the wisest purposes, and make them minister to civilization and refinement. You must encourage the appropriation of lands by individuals; attach them to their homes by the ties of interest; teach them the uses of agriculture and the arts of peace; and make them learn to substitute beef, and pork, and mutton as their food, for the deer and the buffalo. Mildness must supplant force; their self-respect must be stimulated, and manual-labor schools introduced among them; and they should be taught to look forward to the day when they may be elevated to the dignity of American citizenship.

By means like these we shall soon reap our reward, in the suppression of Indian depredations; in the diminution of the expenses of the Department of War; in a valuable addition to our productive population; in the increase of our agriculture and commerce; and in the proud consciousness that we have removed from our national escutcheon the stain left upon it by our acknowledged injustice to the Indian race.

To some these suggestions may seem chimerical. Many regard the Indians as an inferior race, and incapable of civilization; and on this fatal error our policy in regard to them has been based. The history of Powhatan, and Logan, and Cornstalk, and Osceola, is sufficient to disprove it. But, were fur-

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ther evidence wanting, it might be found in the archives of this department, among the records of the interviews and discussions between Mr. John R. Bartlett, the commissioner engaged in running the boundary line between the United States and Mexico, and the chiefs of the tribes on that frontier. In elevation of sentiment, clearness of statement, force of reasoning, fervor of eloquence, and dignified yet touching pathos, these extemporaneous effusions of the untutored sons of the forest will bear a favorable comparison with the more studied harangues of our educated orators.

The condition of the tribes residing in New York furnishes a striking illustration of what the policy I have indicated can accomplish. We find them living in the midst of a civilized community, pursuing the ordinary vocations of social life, cultivating their farms, accumulating property, educating their children, and fulfilling all the duties of good citizens.

The Cherokees, Chickasaws, Choctaws, and Creeks, in the southwest, also, although more removed from immediate contact with the whites, under the influence of the wise and humane policy which has been pursued towards them, are gradually adopting the usages and industrial pursuits of our citizens, and begin, already, to exhibit a just appreciation of the principles of civil liberty. With these noble examples before us, we should avail ourselves of the instruction which they afford, and lose no time in applying the same means for the regeneration of the savage tribes of the interior.

The laws regulating trade and commerce with the Indian tribes in general not being in force in Texas, our Indian relations in that State still continue in an embarrassed condition. To enable the department to exercise the necessary authority over the Indians in Texas, it is indispensable that a suitable country should be set apart for their exclusive occupancy, where measures may be introduced for their gradual civilization and improvement.

The subject of our Indian affairs in Texas has been adverted to in the annual reports of the department, and those of the Indian Office, for several successive years past, and I recommend that the attention of Congress be again and earnestly invited to it.

JUDICIAL EXPENSES.

The law having devolved on the Secretary of the Interior a supervisory power over the accounts of marshals, clerks, and other officers of the courts of the United States, my attention has been turned to the various acts of Congress on that subject, and the usages which have grown up under them. The first thing which attracted my notice was the rapid increase of the expenses of the judicial department, which, as will be seen by the following table, bears no just proportion to the increase of the population and business of the country.

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TABLE A.

Periods.	Years.	Aggregate amounts of expenses of courts of the United States paid out of the judiciary fund, with the salaries and compensation of the marshals and district attorneys added thereto.	Average am'nt paid annually.
From 1791 to 1793	3	$34,875 86	$11,425 28
From 1794 to 1799	6	153,497 97	25,582 99
Years 1800 and 1801	2	84,428 79	42,214 39
From 1802 to 1805	4	174,443 69	43,610 92
From 1806 to 1809	4	299,908 89	74,977 22
From 1810 to 1818	4	282,640 49	70,660 12
From 1814 to 1817	4	321,030 69	80,257 67
From 1818 to 1821	4	468,748 99	117,187 24
From 1822 to 1825	4	513,700 90	128,425 22
From 1826 to 1829	4	598,333 62	149,583 40
Years 1830 and 1831	2	408,865 03	204,432 51
From 1832 to 1837	6	1,559,161 49	259,860 24
Years 1838 and 1839	2	642,703 43	321,351 71
Years 1840 and 1841	2	747,390 26	373,695 13
From 1842 to 1847	5½	2,555,427 77	464,623 23
Years 1848 and 1849	2	938,446 05	469,223 02
Year 1850	1	513,428 20	564,854 04
Year 1851	1	616,279 89	

Increase per centum of population and expenses of courts since the year 1800.

Periods.	Population.	Increase.	Expenses of courts.	Increase.
		Per cent.		*Per cent.*
In 1800	5,305,925	.....	42,214,29	.....
From 1800 to 1820	9,638,181	81	117,187 24	177
From 1800 to 1830	12,866,920	142	204,432 51	384
From 1800 to 1840	17,062,566	220	373,695 13	785
From 1800 to 1849	22,000,000	314	469,223 02	1,011
From 1800 to 1851	23,000,000	333	564,854 04	1,237

Upon examination, I found that the laws regulating the fees of the ministerial officers of the courts are obscure, conflicting, and, as a whole, incomprehensible. Different constructions have been given to them by different judges, and the consequence is that the compensation in some States is inadequate, and in others extravagant. In some instances the fault is in the law; in others, it is in its administration.

With the view of presenting the whole subject more fully than I could do in the limits of this report, I addressed a letter to the First Comptroller of the Treasury, requesting him to make a communication to me in writing, embodying a review of all the laws regulating the fees of officers of the

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courts, and of the modes of charging under them in different States, together with such amendments as he might deem necessary. This has been accordingly done, and it is now submitted with this report.

The first law, regulating fees, is the process act of September 29, 1789, which was temporary, and soon expired by its own limitation. The second was the new process act of May 8, 1792, the third section of which, regulating the fees of marshals, clerks, and attorneys, was repealed by the general law of February 25, 1799, which was the third act on the subject, and is now in force. It contains a partial bill of fees for marshals, and one for attorneys in admiralty causes, in addition to a per diem of $5 for attending court, and a small annual salary. It allows clerks, also, a per diem of $5, and for their services the same compensation as is allowed to the clerks of the supreme courts of the States respectively, with one-third added thereto. Attorneys and marshals are allowed, in many cases, the same compensation which is allowed to attorneys and sheriffs in the State courts, without any addition thereto. The fee-bills of the respective States were thus made the standard by which the fees of the officers of the United States courts were to be computed. At the time this law was passed there were but sixteen States in the Union, in all of which fees were prescribed by law. Since that date fifteen new States have been admitted, in many of which there are no fees prescribed by law for attorneys, and in others they are inadequate in amount.

In most of the older States the fee-bills have been changed from time to time, and in some of them very liberal allowances have been made to officers. A question has therefore arisen, whether the law of 1799 (the terms of which are in the present tense) shall be construed to refer to the fees allowed in the respective States at the date of the act, or to have a prospective relation to the changes subsequently made. In some of the older States it has received the former construction, and in others the latter. The more general practice, however, is to give it a prospective operation. Under this construction, in those States where the allowances to their officers are liberal, and the business in the United States courts large, the compensation to the officers of those courts became extravagant. To remedy this evil, a proviso was inserted in the general appropriation act, approved March 3d, 1841, to limit their fees, in cases where their aggregate compensation exceeded fifteen hundred dollars, to the fees allowed, by the State statutes, to attorneys, sheriffs, and clerks, for similar services. Difficulties having been experienced in administering this law, because it could not be known until the end of the year whether the compensation of the officer would exceed fifteen hundred dollars or not, it was therefore impossible for him to tell by what rule he should graduate his charges. A proviso was inserted in the appropriation act of 1842, requiring all those officers to return semi-annual accounts of their emoluments, and limiting the charges, in all cases in the districts of New York, to those allowed by law to the officers of the highest courts of original jurisdiction in that State. Some judges have held that the proviso in the act of 1841 was temporary in its character, and expired by limitation; others have held that it was repealed by the proviso in the act of 1842, and consequently that the act of 1799 furnished the only standard for calculating their fees; and thus the whole subject is involved in confusion and difficulty, and the practical effects are inequality and injustice.

The report of the Comptroller exposes many ingenious devices by which

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exorbitant compensation has been obtained by marshals, attorneys, and clerks, to which I invite your particular attention. It will be seen that attorneys have, in some instances, received as many as *twelve retaining fees* in the same cause, and a like number of fees for making out briefs and coming to court prepared for trial. In one case, a district attorney and his predecessor received an aggregate of fees, in a single criminal prosecution, of near five hundred dollars, when in some of the States he could by no possibility have received more than twenty dollars for the same service, and in others not so much.

In some States the practice prevails of suing out a *habeas corpus*, to bring a prisoner from the jail into the court, and a formal warrant to return him to jail again; and if the trial continues a week, similar proceedings are instituted from day to day. So, also, when witnesses are committed to custody in default of surety for their appearance; they are brought out from day to day, as often as they may be needed to testify, and returned again to prison, by the same complicated and expensive proceedings.

As a further illustration of the confusion of the law in regard to the fees of officers of the courts, I will state a single example. The law establishing courts in New Mexico and Utah provides, in substance, that the attorneys in those Territories shall receive the same fees and salary as the attorney for the Territory of Oregon. Upon turning to the act establishing courts in Oregon, it is found that the attorney for that Territory was to receive the same fees as were allowed to the attorney for the late Territory of Wisconsin; and on examining that act, it is found that that officer was entitled to receive the same fees and salary as the attorney for Michigan Territory, which are described in the act of February 27th, 1813, creating the office of attorney of the United States for each of the Territories, as being "*the usual fees of office*," and an annual salary of $250. Here are five references for attorneys' fees in the Territories of New Mexico and Utah, which utterly fail to lead to any satisfactory result, for want of certainty; and so it is with regard to the fees of attorneys and clerks in Minnesota and Oregon. In the Territory of Michigan the statutes allowed attorneys no taxable fees or costs, and the Comptroller states that none, therefore, could be allowed, according to law, in the Territory of Wisconsin, and that none can be allowed to the attorneys in Minnesota, Oregon, New Mexico, or Utah.

I might proceed to point out many other defects, obscurities and incongruities in the laws, and many flagrant abuses which have grown up under them; but as there has doubtless been enough said to call the attention of Congress to the subject, I shall content myself with a reference to the report of the Comptroller for more full and detailed information. Enough will appear from that to warrant the recommendation that all the laws relating to fees be promptly and carefully revised, so as to secure uniformity in compensation, and to prevent future abuses.

Justice and true economy require that the compensation of all public officers should be sufficient to command the services of men of talent and character. But it should be uniform in all parts of the Union, having proper reference to the expense of living and the amount of service. In no event should there be such disparity as now exists, nor should the compensation allowed to mere ministerial officers bear such disproportion to that of the judges. As far as practicable, the compensation of attorneys should be made by fixed salaries, and in civil suits the fees of clerks and marshals should be

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about equal to the average of the fees allowed to State officers for similar services, but uniform in all the States, even should it be found necessary in some cases, where the aggregate may not yield sufficient compensation, to make up the deficiency out of the treasury.

Every facility should be afforded to suitors to assert their rights in the courts of the United States. The exorbitant fees which now constitute an almost insuperable obstacle to seeking redress of injuries in those tribunals, should be diminished. The federal courts are daily increasing in their relative importance. The tribunals of the States being more exposed to the influence of local prejudices and popular excitement, less confidence will be felt by non-resident suitors, in their impartiality and independence; and when they have rights to assert, or injuries to redress, in a sister State, they will desire to seek their remedy in the courts of the United States.

Similar considerations suggest the propriety of a general revision of the salaries of the judges, with a view to render them more uniform and proportionate to the labor and responsibility of the office. The following table will show the amounts which they now respectively receive.

Table showing the salaries of the district judges of the United States.

Districts.	Annual salary.
Maine	$1,800
New Hampshire	1,000
Massachusetts	2,500
Vermont	1,200
Rhode Island	1,500
Connecticut	1,500
New York, northern district	2,000
New York, southern district	3,500
New Jersey	1,500
Pennsylvania, eastern district	2,500
Pennsylvania, western district	1,800
Delaware	1,500
Maryland	2,000
Virginia, eastern district	1,800
Virginia, western district	1,000
Kentucky	1,500
Tennessee	1,500
Ohio	1,500
North Carolina	2,000
South Carolina	2,500
Georgia	2,500
Louisiana	2,000
Mississippi	2,000
Indiana	1,500
Illinois	1,500
Alabama	2,500
Missouri	1,500
Michigan	1,500
Arkansas	2,000
Florida, northern district	2,000
Florida, southern district	2,000
Texas	2,000
Wisconsin	1,500
Iowa	1,500
California, northern district	3,500
California, southern district	2,800

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In many of the districts the compensation of the judge is less than that of the clerk or marshal, and in most of them it does not equal the professional income of an attorney of respectable standing. Men of distinguished ability and merit, unless they are in affluent circumstances, cannot afford, therefore, to accept a judicial appointment. A policy which produces such results cannot be founded in wisdom. Salaries, without being extravagant, should yet be high enough to command the services of the men best suited for public stations. The office of judge is, under all circumstances, one of great dignity and responsibility. The judges expound the law, and on the wisdom of their adjudications the security for life, liberty and property mainly depends. It is quite as important to have an able and faithful administration of the laws, as that the laws themselves should be founded in wisdom; and one of the greatest calamities which can befall a country, is to have an ignorant, corrupt or incompetent judiciary.

The delicate nature of the functions which a judge of the courts of the United States has to perform, renders his position one of peculiar interest and importance. His jurisdiction embraces not only cases affecting the rights of individuals, but also those involving the validity of laws passed by Congress and the States. None but men of eminent talents, character and learning should be intrusted with powers like these. And in times like the present, when laws obnoxious to particular sections of the country are opposed by violence, and the authority of the courts openly set at defiance, no reasonable effort should be spared to secure the services of judges who have not only the ability to understand their duties, but the firmness to discharge them with fidelity. To obtain them, a just compensation must be paid; and I therefore recommend that such increase of the salaries of the judges be made, as may be necessary to accomplish these objects.

In conclusion, I beg leave to say that, in my opinion, the public interests would be promoted by the passage of a law constituting the Attorney General the head of the Department of Justice, and making it his duty to seal and countersign all commissions for judges, marshals and attorneys, and to exercise the supervisory and appellate control over all accounts connected with the expenses of the judiciary, which is now exercised by this department.

PUBLIC BUILDINGS AND GROUNDS.

Various appropriations having been made by the last Congress for the improvement of the mall and other public grounds in this city, it was deemed proper to have a plan projected by a competent person, combining, as far as practicable, beauty of arrangement with utility. For this purpose the services of Mr. A. J. Downing, a gentleman distinguished for his judgment and good taste in the embellishment of pleasure-grounds, were engaged. He has reported designs for grading, laying out, and planting with trees, the mall and several of the public squares, some of which have been approved and partially executed. His plan for the improvement of the mall appears to me admirably adapted to carry into effect the views of Congress. That portion of it which applies to the ground west of Seventh street having been approved, is partially completed. But as the plan in regard to the section east of Seventh street involved a change in the location of a portion of the canal, for which no appropriation had been made, you did not feel at liberty to give it your official sanction, until the wishes

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of Congress should have been expressed in regard to it. The diagram, exhibiting the design in all its details, will be submitted to Congress, and I respectfully recommend its adoption, and that the necessary appropriation be made to carry it into effect.

The Treasury and Patent Office buildings have been neatly painted, in pursuance of the order of Congress. The work has been faithfully executed, and will doubtless prove to be a great protection to the walls against the action of the atmosphere.

The eastern wing of the Patent Office has been placed under the direction and control of Mr. Thomas U. Walter, the architect of the Capitol, and will soon be ready for use. No appropriation having been made by the last Congress for completing the western wing, it remains as it was at the date of my last report. I have caused a plan to be made out by Mr. Walter for its completion, accompanied by detailed estimates of the cost. This plan contemplates some changes in the original design, which will tend greatly to improve the beauty, stability, and convenience of the building. The plan and estimates will, at the proper time, be laid before the Committees on Public Buildings of the two houses of Congress. In my judgment, the public interests require that appropriations should be made for the completion of that wing with as little delay as possible. The present means of accommodation for the public officers are insufficient in extent, inconvenient in their location, and insecure from danger by fire.

The office of the Department of the Interior is now kept in a rented building, which is ill adapted to such purposes, and too contiguous to private dwellings, which constantly expose it to casualties. The Pension Office is also in rented apartments, in the fourth story of "Winder's building."

The Indian Office is in the War Department, and occupies rooms which the head of that department has assured me are indispensably necessary for the accommodation of his branch of the public service.

The Land Office is in the upper story of the treasury building, where it is kept to the great annoyance of the Secretary of the Treasury, who is obliged to rent rooms in private buildings for the use of some of his bureaux. It is believed that the rent now paid for the use of inconvenient and unsafe buildings is nearly equal to the interest on the cost of constructing a new one, in all respects suitable for the purposes of the department. When to this fact are added the loss of time in communicating with the heads of the bureaux, who are scattered through five or six buildings, some of which are more than a quarter of a mile distant from the office of the head of the department, and the increase of expense occasioned by the employment of additional doorkeepers, messengers, watchmen, and laborers, it will be found that true economy will be promoted by the erection of a suitable building for this department.

The eastern wing of the Patent Office, including the basement, contains thirty rooms besides the large saloon, 268 feet long and 63 wide, which is designed for the display of models.

The Patent Office does not now, and probably will not for years to come, need one-fourth of these rooms.

I propose, therefore, as soon as that wing is ready for use, to transfer to it the officers attached to the department proper, and also those belonging to the Indian Bureau.

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When the west wing shall have been completed, it should be appropriated, with the exception of the upper saloon, to the Land and Pension Offices.

The War and Treasury Departments would thereby be relieved from the inconveniences to which they are now subjected, and all the bureaux connected with the Department of the Interior would be brought together under one roof. If in the progress of time the Patent Office should need more room, it could be supplied either by the construction of a building on the north side of the square, so as to complete the quadrangle according to the original design, or by withdrawing one or more of the bureaux to some other building. Many years, however, will probably elapse before such a withdrawal will become necessary: the demand for increase of room will be for the exhibition of models, and not for the accommodation of clerks; and as the plan which I suggest contemplates the appropriation of two halls of the entire size of the wings for that purpose, it is hardly probable that they will be filled for twenty years to come.

Objection has been made to the occupation of any part of the Patent Office for purposes other than those for which it was originally designed. It is said that it was paid for out of the patent fund, and that it therefore belongs to the inventors. This objection rests upon a mistake both as to the facts of the case, and the inference which is drawn from them. But as it may possibly mislead some who are not conversant with the subject, it is proper to notice it.

It is not true that the cost of the Patent Office building has been paid out of the patent fund. On the contrary, it will be found, in a careful examination of the accounts, that but little more than one-eighth part of the cost of the principal building, and two wings, has been derived from the patent fund. But, if the facts were as represented, they by no means justify the inference derived from them.

The government, for the encouragement of the talent and inventive genius of our citizens, grants, by patent to the authors of books, or inventors of new and useful improvements in machinery, &c., an exclusive ownership in them for a limited time. As a consideration for the franchises thus secured to them, the goverment exacts from the patentees a fee or tax of $30, which is paid into the patent fund.

When the inventor gets his patent he has received the consideration for his money, and the transaction is at an end. The ground assumed by those who claim the Patent Office as the property of inventors, necessarily involves the proposition that they are entitled not only to their franchises, but also to the price which was paid for them. Upon the same principle, the purchasers of public lands might claim a right to control the appropriation of the money which they paid for them; or the consumers of dutiable goods, the privilege of regulating the expenditure of the revenue of customs.

EXTENSION OF THE CAPITOL.

Since the adoption of the plan approved by you, for the enlargement of the Capitol, the work has been diligently prosecuted.

The foundations of both wings are now nearly completed, and if suitable appropriations be made by Congress at its approaching session, no effort will be spared to push on the work with as much despatch as may be consistent with its faithful execution.

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THE CENSUS.

Returns have been received from the officers engaged in taking the census in all the States and Territories, except California and Utah. Partial returns have been received from California, and the remainder are expected in a few days. This delay has prevented my making the apportionment of representation among the several States as contemplated by the act of Congress approved 23d May, 1850. That act provides that so soon as the next and each subsequent enumeration of the inhabitants of the several States, directed by the constitution of the United States to be taken, shall be completed and returned to the office of the Department of the Interior, it shall be the duty of the Secretary of the Interior to ascertain the aggregate representative population "in the manner prescribed by the constitution and the laws, and then proceed to ascertain the representative population of each State, and the number of representatives to which each is entitled."

The law further requires that the Secretary of the Interior shall transmit to the House of Representatives, and to the Executive of each State, without delay, a certificate, under his seal of office, of the number of members apportioned to each State.

It will thus be perceived that there are two conditions precedent to the performance of this duty. Before I can act, the enumeration must be completed and returned to the office of the Department of the Interior; until these conditions are performed, I have no jurisdiction over the subject. I am not authorized to act upon partial returns, nor until they are officially made to the department. Neither of these pre-requisites having yet been complied with, I have not been able to make the apportionment. When the enumerations are completed and returned, no time will be lost in performing the duties devolved on the department.

A large number of clerks are now engaged in classifying and arranging, in a suitable form for publication, the diversified statistical information furnished by the tables. It is believed that when completed, it will be the most perfect work of the kind ever presented to the public. No pains have been spared to secure perspicuity of arrangement and accuracy of execution. To avoid the errors which have crept into former works of the kind, I have required that all the calculations and classifications should be made by responsible clerks in office, instead of being confided to females and other persons having no interest in the subject, as has been done on former occasions. This course has required the employment of more clerks on that particular service, but the small increase of expense thus incurred will be more than counterbalanced by the greater accuracy of the results.

Being desirous that this great national work should be rendered as perfect as possible in all respects, by the advice of the census board, I authorized Mr. Joseph C. G. Kennedy, the superintendent of the census, to visit Europe during the past summer for the purpose of examining the systems of statistics of most of the enlightened nations of the world; and of obtaining from them and from personal communication with those most familiar with the subject, all information which could be procured. He accordingly visited England, France, Belgium, Austria, and Prussia, and examined their official statistics, and had conferences with their public officers and others possessing the most extensive and varied knowledge of the subject. By these means he has gained information of much practical value in the

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arrangement of our own census for publication. He was also instructed to suggest to the proper officers of the respective governments the propriety of adopting a uniform system of classification for all nations who were in the habit of making enumerations of their population and productions. At present the census of each nation is taken upon different principles, and the results are stated in different forms, so that it is impossible to institute a comparison of their relative progress in regard to any particular subject of inquiry. I proposed that each nation should suggest its plan for taking the enumeration of the population, productions, &c., and upon an examination of their respective advantages, a common system should be formed for general adoption. Uniformity being thus secured, it would be easy to make a comparison of their relative progress, and to deduce correct conclusions as to the causes which contributed to produce the different results. The suggestion was received with favor by many of the most eminent men of Europe, and a proposition has been submitted for a Congress of representatives from the principal nations of the world, at Brussels, in September, 1852, for the purpose of carrying it into effect.

Mr. Kennedy was also directed to inquire into the measures which had been adopted by the most enlightened nations of Europe, for the development of their agricultural resources, and the agencies employed by them respectively for that purpose.

Upon all these points his report, which accompanies this communication, will afford much valuable information. The whole expense incurred by him in the performance of these important duties did not exceed $1,500, being nothing more than his actual personal expenses.

In my last report I stated my belief that the sum already appropriated for paying the expenses incurred in taking the census and preparing it for publication, would be sufficient for that purpose. It has been ascertained, however, that the additional sum of $150,000 will be necessary, and I therefore respectfully recommend the appropriation of that amount for the completion of the work.

With the view of enabling Congress to form a just estimate of the importance and varied character of the information derived from the late census, and of the admirable arrangement of the tables, the superintendent has, with my sanction, caused the returns of Maryland to be printed for the use of the members of the two houses. That State was selected because, from its central position and the character of its population, soil, productions, and industrial pursuits, its census presented the best illustration of the extent and practical utility of the information which has been gained.

Another object was to furnish a specimen of the style in which, according to my judgment, it ought to be published. Such a specimen will be of great value in contracting for the publication of the entire work, by furnishing a standard by which the contractor will be governed, in regard to the paper, printing, and general style of execution.

THE PATENT OFFICE.

As the Commissioner of Patents reports directly to Congress, it is unnecessary for me to present a review of the operations of that bureau. There is one point, however, on which I deem it my duty to offer some explanation.

The Industrial Exhibition, which was opened in London in the month of

May, naturally attracted much attention in this country. It was the first occasion in the history of the world when all the nations of the earth were invited to make an exhibition of their natural productions and the results of their labor, in all the departments of industry.

Believing that great advantages would accrue to the people of the United States from having an agent present at this interesting display, who was competent to understand and describe all the objects of interest which might be exhibited, I authorized Mr. Charles F. Stansbury, an intelligent officer connected with the Patent Office, to go to London and discharge that duty.

He accordingly spent several months in making a minute examination of the most choice and valuable products of nature and art which were presented, and I have no doubt that his report, which is now in course of preparation, will be a valuable and interesting document. He was instructed to inform himself particularly in regard to all the natural productions, implements, machinery, manufactures and processes of manufacture, works of art, and other objects of interest, peculiar to each nation, so as to be able to impart the knowledge thus acquired, to the people of our own country.

As all the latest improvements in machinery and the useful arts were there displayed, a careful description of them will be of great value to the Patent Office, in enabling it to decide whether machines and other alleged inventions and discoveries are really new and useful, so as to be proper subjects of patents, or copied from those exhibited at the London fair. The farmer and mechanic will also be benefited by obtaining information as to the most approved implements, tools, and processes employed in their respective occupations. And the general reader cannot fail to be interested and instructed by an accurate and authentic account of the most extensive and varied collection of useful objects which has ever been brought together from the different quarters of the world. It is proposed to append this report to that of the Commissioner of Patents; and if Congress shall deem it proper to publish it with that document, it will doubtless greatly enlarge the circle of useful information, and give a new stimulus to the enterprise and industry of the people.

AGRICULTURAL BUREAU.

In my last report I earnestly recommended the establishment of an Agricultural Bureau. My opinion on that subject remains unchanged, and I beg leave to refer to and reaffirm all that I then said in regard to it.

Agriculture is unquestionably the great interest of our country, whether we have reference to the number of persons employed in it, or to the value of their productions. It appears from the census of 1840, that the whole number of persons at that time engaged in this pursuit was 3,719,951; in manufactures 791,749; and in commerce 117,607. More than four-fifths of the entire population were, therefore, employed in the cultivation of the soil: at present it is believed that the proportion is still greater, in consequence of the change in the policy of the government, which has induced many to become agriculturists who were formerly engaged in manufactures; and yet we find that, whilst a large portion of the sessions of every Congress is devoted to the protection and encouragement of manufactures and commerce, nothing has been done for agriculture. Within a few years after the adoption of the constitution, President Washington recommended to

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Congress the establishment of a Bureau of Agriculture; but nothing was done to carry his recommendation into effect.

The subject has since been brought to the attention of Congress, from time to time, by Executive communications, reports of the heads of department, and petitions from the people; but without success.

As the results of the late census have furnished official evidence of the importance of this interest, and as we are now at peace with all the world, and fortunately relieved from those distracting and embarrassing topics which have so long disturbed the harmony of our legislative assemblies and withdrawn their attention from the true interests of the country, it seems to me that no time could be more auspicious than the present to secure for this great subject a candid and enlightened consideration.

The best mode of illustrating the utility of an Agricultural Bureau is to present a condensed statement of the duties which it should be required to perform. It should be charged with the duty of collecting and disseminating information in regard to the cultivation of the soil, in all its branches. It should investigate every proposed improvement in the tillage of the earth or in the construction of implements of husbandry. It should collect from our own and foreign countries every variety of seed, fruit, plant and vegetable, and distribute them, with full and accurate information as to the soil, climate, and mode of cultivation best adapted to each. Through the agency of our national ships and merchant vessels, arrangements could be made for the importation of all the valuable vegetable productions and animals of other countries. This would enable us to appropriate to ourselves the advantages of the wisdom, experience, and improvements of all the world in regard to agriculture, and we should soon be rendered independent of other countries for many articles which are now imported at great cost. One or more officers should be connected with it, thoroughly acquainted with the principles of geology, mineralogy, chemistry, and botany, for the purpose of investigating and reporting upon the character and properties of every variety of soil, rock, mineral, and vegetable, and their adaptation to useful purposes. To this bureau should also be intrusted the duty of superintending the taking of each decennial census, and of procuring and classifying, from year to year, all the statistical information which can be obtained in respect to the agriculture, manufactures, commerce, tonnage, revenue expenditures, financial and banking systems, improvements by railways, canals, and roads, industrial pursuits, and general progress of every State in the Union, and of the principal nations of the world. By this means a vast fund of useful knowledge, which cannot now be obtained, would be always accessible to Congress and the Executive. The value of such information, in shaping our own policy, can hardly be estimated. Facts like these are the ground-work of all wise legislation. In the language of an enlightened statesman of Europe, "Statistical knowledge is the true basis of every just and paternal administration, and, without it, it is impossible to realize the ameliorations which are necessary to the prosperity of the country." This remark is peculiarly applicable to our own country, whose interests are so diversified and spread over such a wide extent of territory as to render it impossible to legislate wisely in regard to them, without a thorough knowledge of their value and relations to each other. The information furnished by the returns of our census is of great importance; but when we remember that it is obtained but once in ten years, and that in the intermediate time rapid changes are going on, and

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new interests springing into existence, and new States added to the Union, it will at once be perceived that it is not sufficient for the purposes of our government. It should be the duty of the officers of the bureau to keep pace with the annual progress of the nation, and to present to Congress, at every session, a condensed view of all the statistical information to be derived from the proper authorities of each State.

England, in connexion with her Board of Trade, has a statistical bureau and registrar general, which keep the government constantly advised of the general condition of the country, and of the facts illustrative of the progress and wants of each particular branch of its industry.

France has regarded the subject of agriculture of so much importance as to create a separate department to take charge of its interests. She has also established, in connexion with it, a bureau of statistics, the results of whose labors are annually published for the information of her government and people. There are also no less than twenty colleges in France, established under the patronage of the government, in which botany, zoology, chemistry, agriculture, and the treatment of the diseases of cattle, are the subjects of instruction. Committees are also employed constantly, by the government, in investigating all improvements connected with agriculture, and in collecting and distributing seeds, plants, vegetables, and fruits.

The publications of the results of the inquiries and investigations of these different agents of the government, constitute the most valuable contributions which have been made to agricultural and statistical science; and I avail myself of this opportunity to say that the acknowledgments of this department are due to the Minister of Agriculture for a valuable collection of seeds, &c., which he has courteously presented as specimens of the productions of France and its colonies.

In Belgium, the subject of agriculture is under the control of the Minister of the Interior, but is assigned to a special bureau, attached to which is an agricultural council, consisting of eighteen members, two of whom are annually chosen by each of the nine provincial boards. There is also a statistical bureau connected with the department, under the direction of one of the most scientific men in Europe.

Prussia has a bureau of statistics, which was established in 1806, and is now connected with the Department of Finance.

Austria, Russia, Sweden, and Spain, and other countries of Europe, have also exhibited their high appreciation of this branch of political science, by establishing bureaus to collect and classify all the important facts connected with the development of their resources and the condition and wants of their people.

The beneficial operation of these important agencies is everywhere visible in the improved condition of the agriculture of the countries into which they have been introduced, and in the exact information which the government possesses of the value and progress of every department of its industry.

In view of these facts, I cannot but think that a just regard to the welfare of our country requires that Congress should lose no further time in establishing an agricultural and statistical bureau; and I therefore request that you will again invite their attention to the subject.

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In my last report I stated that the initial point on the Pacific, and the point of junction of the Gila with the Colorado river, had been determined and fixed; that the intervening line had been run and marked, and temporary monuments erected thereon, for a distance of about thirty miles.

The determination of the geographical positions of the "initial point" on the Pacific, and the point of junction of the Gila and Colorado rivers, by Major Wm. H. Emory, furnished all the elements necessary for computing the azimuth of the straight line of boundary connecting these two points. The azimuth was computed and laid off at both extremities of the line, and what remained to complete this western or Pacific section was the running and marking the line, artificially, upon the surface of the earth.

The joint commission, previous to their adjournment to meet at El Paso, appointed two engineers, one from each side, to complete this section of the work. Capt. E. L. F. Hardcastle was appointed and conducted the work on the part of the United States, which was completed on the 14th of July last. The line was run throughout its whole extent (about 150 miles,) and is artificially marked by appropriate and permanent monuments. A marble monument 17 feet in height was placed at the "initial point" on the Pacific coast, and six monuments of cast-iron were located at other points along the line, as follows, viz: one near the point of junction of the Gila and Colorado rivers; one at the crossing of the Colorado; one where the line crosses the emigrant trail on the desert; one where it crosses the bed of New river, and two where it crosses the two main roads leading into Lower California.

The duty of running and marking the eastern section of the line commencing at the Rio Grande, and extending thence to connect with the line at the junction of the Gila and Colorado, was confided, on the part of the United States, to John R. Bartlett, esq., who was appointed a commissioner for that purpose, on the 14th June, 1850.

Shortly after his appointment, Mr. Bartlett organized his party and proceeded to the scene of his duties. He arrived at Indianola, Texas, on the 31st August, 1850. He there detailed a company to make a chain and compass survey, and to carry a line of levels to determine a profile of the route from Indianola to El Paso. At Indianola he was met by great and unexpected difficulties, arising from the scarcity of provisions and deficiency in the means of transportation. By the terms of the adjournment agreed upon by the commissioners they were required to meet at El Paso on the first Monday in November, 1850; but, in consequence of the obstacles referred to, Mr. Bartlett was unable to reach that place before the 13th of that month. Fortunately, however his delay caused no practical inconvenience, as the Mexican commissioner did not arrive until the 1st of December. The first meeting of the commissioners was held on the 3d day of December, 1850. The instructions to Mr. Bartlett required him to establish the line according to the terms of the treaty, and the map of Disturnell of 1847, referred to in it. It was soon found, however, that the subject was encompassed by difficulties, as actual observations proved that many of the important points on the map were located a considerable distance from their true position. According to Disturnell's map, the longitude of the Rio Grande, near the initial point of the line, would appear to be 27° 35′ west from Washington; whereas, its true position is 29° 40′; thus showing an error of more than two degrees.

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The fifth article of the treaty requires that the line shall run from the initial point, which is where the Rio Grande strikes the southern line of New Mexico, along that line westwardly its entire length, which appears, from the map, to be three degrees of longitude.

Many propositions and counter propositions were submitted by the two commissioners, respectively. The Mexican commissioner proposed to ascertain the true geographical position of the *western* extremity of the southern line of New Mexico, and run the line thence to the Rio Grande. To this, however, the commissioner of the United States would not agree, because, as the Rio Grande was in fact more than two degrees west of its supposed position, the effect of that proposition would have been to give the United States a line extending westward but about one degree, instead of three degrees, from that river.

Difficulties also existed in regard to the latitude of the point where the Rio Grande strikes the southern line of New Mexico. By the map, it appears to be at latitude 31° 45′, whereas the true position is latitude 32° 22′.

After much discussion, it was agreed between the commissioners, on the 25th of December last, that the "initial point" should be established "where the Rio Grande strikes the southern boundary of New Mexico, at 32° 22′ north latitude; and second, that the line should extend thence, westward, three degrees of longitude." When the commission was originally organized, Brevet Lieutenant Colonel J. McClellan was detailed by the War Department to act as its chief astronomer. In the month of October, 1850, it was found necessary to recall him, and Brevet Lieutenant Colonel Graham was immediately ordered to take his place, in the confident expectation that under his direction the work would be vigorously prosecuted. He did not, however, arrive at El Paso until the 24th day of June, 1851; and misunderstandings having arisen between him and the commissioner, in regard to their respective functions and powers, which caused a suspension of active operations on the line, it was deemed proper to recall him, and to substitute Brevet Major William H. Emory, the officer who superintended the running and marking of the line from the Pacific coast to the Colorado. He was appointed on the 13th day of September last, and within ten days thereafter took his departure for the theatre of his operations. He arrived at San Antonio, in Texas, early in October, and, it is supposed, has by this time joined the commission.

The known experience, ability and energy of Major Emory, in conducting operations in the field, furnish the surest guarantees for the prompt and faithful prosecution of the survey.

After the withdrawal of Lieutenant Colonel McClellan from the astronomical corps, Lieutenant Whipple, the officer next in rank, took charge of its operations; and, at the latest advices, the line had been ascertained and run from the initial point, on the Rio Grande, to the neighborhood of the copper mines—a distance of more than one hundred and fifty miles. It will be impossible, however, to complete the work within the time allowed by law, and an extension of it will therefore be indispensably necessary.

The number of persons attached to the commission was found to be greater than necessary, and it has therefore been considerably reduced.

THE DISTRICT OF COLUMBIA.

I deem it my duty to invite particular attention to the interests of this District. Being unrepresented in the councils of the nation, its citizens are

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obliged to rely on the justice and magnanimity of Congress for such legislation as its welfare may require. The acceptance, by Congress, of exclusive jurisdiction over it, carried with it an obligation to fulfil all the duties which pertain to that relation; and, judging from the past, there is no reason to doubt that all the just demands of its citizens will be promptly and liberally supplied. The city of Washington has peculiar claims on the munificence of Congress. It owes its existence to the establishment of the seat of the federal government here. It was planned with reference to the purposes of government, and not for the convenience of its permanent inhabitants. The extensive scale on which its avenues and streets and public grounds were laid out, and the powers reserved over them, prove conclusively that its founders intended that they should be improved and adorned by the general government. It being the residence of most of the executive officers during their term of service, and of the members of the two houses of the Legislature whilst they are in session, and also of the representatives of foreign governments near our own, we should feel a patriotic desire to add to its comforts and attractions, and to render it worthy of the name of its founder and of its relation to our great republic. At a very early period of its history, the idea was suggested of supplying it with water from some of the neighboring streams, and surveys were made with the view of carrying it into effect. No efficient measures, however, were adopted, and the scheme was for the time abandoned. On the 30th September, 1850, Congress being impressed with a just sense of the importance of the subject, adopted a resolution directing the War Department to cause necessary surveys and estimates to be made, to show the practicability and cost of introducing a copious supply of pure water into the city.

In January, 1851, the Secretary of War reported to Congress the results of the survey, which showed that an ample supply could be obtained at a cost of $500,000. This sum is so small, compared with the advantages to be derived from the work, that I cannot hesitate to urge the adoption of the plan proposed in the report. The losses which the government and individuals have already sustained by the destruction by fire of the former Treasury Building, General Post Office, and Patent Office, and other public buildings, amount to more than the estimated cost of the improvement.

The archives of the country and the various public edifices are still exposed to constant danger from the same cause. A prudent regard for their security would, of itself, be sufficient to justify the undertaking; but when to this is superadded the obligation to provide for the comfort and health and safety of the inhabitants of the city, it would seem to be a matter of imperative duty.

In my last annual report I invited attention to the designation of the department, and renewed the recommendation of my predecessor for the creation of the office of Solicitor.

Experience in the diverse and important duties with which this department is charged, still strengthens my conviction as to the propriety of that recommendation; and without repeating the reasons therefor, I beg leave again to bespeak for it the consideration of Congress.

I have the honor to be, sir, very respectfully, your obedient servant,

ALEX. H. H. STUART.

To the PRESIDENT OF THE UNITED STATES.

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TREASURY DEPARTMENT, COMPTROLLER'S OFFICE,
October 31, 1851.

SIR: In pursuance of your letter of May 23d, enclosing a letter to you of May 20, from the Hon. Philip Dickinson, district judge of the United States for the district of New Jersey, referring to complaints of the manner in which the accounts of the officers of the federal courts have been audited by the accounting officers; and in accordance with the request contained in your letter, for as full information as the records of this office will afford in regard to the extent of the abuses which exist under the present system in that branch of the public service, and also the Comptroller's views as to the practicability of reducing the expenditures, without injury to the administration of justice, and of producing more uniformity in the compensations to the ministerial officers in the different sections of the Union, I state, respectfully, that I have examined the subject carefully, and beg leave to report the result of my examination.

The subject is one of great difficulty and complexity. The act to regulate the fees and compensation of marshals, clerks, attorneys, jurors, and witnesses, in the courts of the United States, passed February 28, 1799, is still in force. It contains only a partial fee-bill for marshals, a fee-bill for attorneys in admiralty causes only, in addition to a per diem of five dollars for attending court, and a small annual salary. It allows the clerks, also, a per diem of five dollars for attending court, and for their services it allows them the same compensation which the State statutes respectively allow to the clerks of the supreme courts thereof, with one-third added thereto; and for all services rendered by the district attorneys and marshals not specially provided for, they were allowed the same compensation as the State statutes allow respectively to attorneys and sheriffs for similar services rendered in the supreme courts thereof.

The State fee-bills were thus made the rule of compensation in nearly all cases for district attorneys and clerks, with one-third added thereto, and in many cases for marshals.

There were then only sixteen States, in all of which, it is believed, the State laws allowed certain taxed costs to attorneys for the prosecution and defence of suits, which were thus adopted by the fee-bill of Congress.

Since that time fifteen States have been added to the Union, in many of which there is no law allowing any taxable costs on fees to attorneys, and the laws of many others allow them but a mere nominal and entirely insufficient compensation.

Under the construction put upon the law by the Attorney General, nothing can be allowed to district attorneys for the prosecution and defence of suits except a *per diem* while attending court, and their annual salary in those States where the State laws allow to attorneys no taxable fees or costs; and in States which allow attorneys taxable costs, (in many States only from three to ten dollars in a cause) nothing more can be allowed to them than is allowed by the State fee-bill. On the contrary, the statutes of New York, and some other States, allow attorneys a very liberal compensation for their services; and the fifth section of the act of Congress of 1799 authorizes the courts to allow the district attorneys of Virginia, for certain criminal business, such sum or sums as they may consider a reasonable compensation for the services rendered.

The acts creating district courts in nearly all the new States, provide that

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the clerks thereof shall receive the same fees to which the clerk of the Kentucky district is entitled for similar services.

In providing for appointing district attorneys in the new States, the law provides that each one shall have an annual salary in addition to their "stated fees," but says nothing about any per diem compensation; and what "stated fees" are, is not defined.

In providing for the appointment of marshals in the new States, the law provides that each one shall have an annual salary, "perform the same duties, be subject to the same regulations and penalties, and be entitled to the same fees, as are prescribed to marshals in other districts." Nothing is said about a per diem, which is not included under the term fees. The act of Congress of 1799 prescribes no fees for marshals for their services by virtue of writs of execution, (except in admiralty causes). For making sales and collecting moneys on execution, and for many other services, they are allowed "such fees and compensation as are allowed in the supreme court of the State where the services are rendered."

The third section of the act of 1799, giving attorneys "such fees in each State, respectively, as are allowed in the supreme court thereof," as well as the first section, referring the marshal to the State law for a rule of compensation for many of his services, are both in the present tense; and unless they are to be construed as prospective in their operation, and to be understood as always speaking in the present tense in relation to all services which may be rendered, and, so far as time is concerned, to refer to the State statutes in force at the time when services are rendered, and not to those in force at the date of the act—I repeat, unless the statute of 1799 can be construed as properly having a prospective operation, it is illegal to pay district attorneys anything except their salaries in the new States, and nothing can be legally paid to marshals in those States.

To prevent an utter failure of law in the new States, a prospective operation has been given to the act of 1799 in those States, though some of the judges in old States have held that such construction was not legal.

The law of 1799 gives very liberal fees to marshals and clerks, which, in many of the districts where there is a large amount of business, affords them a large, and, in some districts, a very extravagant compensation for their services. This being the general impression, Congress inserted a proviso in the first section of the appropriation act of March 3, 1841, in relation to the fees of those marshals, clerks, and district attorneys, whose entire annual compensation exceeded $1,500 per annum, to limit their fees, in certain cases, to the fees allowed by the State statutes to sheriffs, clerks, and attorneys for similar services, and required them to pay the surplus over certain sums into the treasury. It being difficult to determine to what officers the proviso in the act of 1841 applies, provisoes were inserted in the 167th paragraph of the appropriation act of May 18, 1842, requiring all those officers to return annual emolument accounts, and limiting the marshals, clerks, and district attorneys of the northern and southern districts of New York, in all cases, to the fees allowed by the State laws to the sheriffs, clerks, and district attorneys of the State in the highest courts of original jurisdiction of the State, according to the nature of the proceedings, for like services rendered therein. It also required the clerks of the courts respectively to certify to all accounts for judicial expenses; that the services charged had been rendered, and the supplies furnished for and used by the court; and that the charges therefor were legal and proper.

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There are great difficulties in ascertaining the items and the true construction, in many cases, and applying in practice the State fee-bills; and there has been, and still is, great difficulty in applying in practice the proviso to the act of 1841. Some have contended (it being only a proviso to an appropriation for the year 1841) that it applies only to accounts paid out of that appropriation, and that it expired with the year, or soon afterwards; and some have contended that it was repealed or superseded by the provisoes in the act of 1842. The act of 1841 allows a marshal to whom it applies $30 for summoning jurors at any one term of the court, which is more than is allowed in most districts by the act of 1799. In that case, and in many others, where the application of that act would increase an item of compensation, it has been generally adopted; but in many districts, so far as its application would lessen an item of compensation, it has been disregarded—that is, it has been generally adopted so far as it increases the compensation of an officer, and discarded so far as it reduces any item of compensation.

The act of 1799 refers to and adopts the fees in the supreme courts of the several States; but the act of 1841 uses the terms "highest courts of the said States," and adopts the fees in them as the standard of fees for the federal officers. The court of errors was then the highest court in the State of New York, in which much higher fees were allowed than in the supreme court. The officers immediately adopted the fees of the court of errors whenever that would increase the compensation; and such construction was put upon the act of 1842 as to increase the compensation of officers above what was previously allowed under the act of 1799. The act of 1799 allowed attorneys' fees only; but the acts of 1841 and 1842 refer to attorneys' fees, and also to counsel fees. The fee-bill of New York, in civil cases only, and not in criminal cases, allows both attorneys' and counsel fees to one and the same man.

The district attorneys discard the criminal fee-bill which gives attorney fees only, and no retaining fees nor counsel fees, and adopt the civil fee-bill in criminal causes—claiming retaining fees, and attorneys' fees and counsel fees also, in each cause; and thereby charge, and have had taxed, about twice as much as the law of 1842 (as construed by the honorable John C. Spencer and by the Comptroller) would give them.

The act of 1799 allows marshals two dollars for serving a writ, warrant or process, and five cents mileage for going only; but only fifty cents for summoning a witness. Witnesses have always been summoned by the service on them of a writ of subpœna, for which they were uniformly allowed in all the districts, up to 1838, but fifty cents besides mileage. Up to that time all the judges, and nearly all of them since, have construed the clause allowing fifty cents for summoning a witness, (that is, for serving a writ of subpœna) as an exception to the general clause of the statute, allowing two dollars for serving a writ.

On the 20th of March, 1838, Mr. Attorney General Butler gave an opinion that the marshal was entitled to two dollars for serving a writ of subpœna on each witness. In New York a ticket containing the substance of the subpœna is delivered to each witness as a substitute for a copy thereof.

On the 14th of February, 1840, Mr. Attorney General Gilpin gave an opinion that said ticket is a summons; that the delivery of the ticket is summoning a witness within the meaning of the act of 1799, for which the marshal is entitled to fifty cents; that the writ and ticket constitute

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double process, for serving which the marshal is entitled to two dollars and fifty cents—that is, two dollars for serving the writ, and fifty cents for the ticket. (See Attorney Generals' Opinions, pages 1173–4 and 1298.)

The statutes of New York allow sheriffs but 12½ cents for a subpœna on a witness in a criminal cause or proceeding, but allow six cents mileage for going and six for returning. The act of Congress of 1799 allows but five cents mileage for going only.

Under the construction put upon the act of 1842 in the southern district of New York, the marshal has charged, for many years past, two dollars and fifty cents for serving a subpœna on each witness, in accordance with Attorney General Gilpin's construction of the act of Congress of 1799, and six cents per mile for going and six for returning, according to the State law as adopted by the act of 1842. By thus charging under two statutes, it amounts generally to more than twice as much as is allowed by a fair construction of either statute. This system of charging was at first resisted by Judge Conkling, in the northern district of New York, as illegal; but he finally yielded to the practice established in the southern district, and to the importunity of the marshal.

The Comptroller has recently examined this subject, and issued two circulars, in order to enforce the execution of the statutes of 1841 and 1842; the first bearing date August 28, 1851, giving a construction to the act of 1841; and the other bearing date September 12, 1851, giving a construction to the act of 1842, copies of which are herewith sent to you. Prior to 1842 the accounts were examined and certified by the court, or only a judge thereof, under the 4th section of the act of May 8, 1792; but the act of 1842 makes it necessary for the clerk also to certify to the account, both as to the facts and the law: that is, the clerk is required to certify that the services charged for have been rendered, and the supplies furnished and used by the court, and that the charges therefor were legal and proper.

The clerks thus certify their own accounts as well as those of the marshals. The marshals are dependent on the clerks for their certificates, and the clerks are dependent on the marshals for their pay; so that it is for the interest of each not to scrutinize very closely the bills of the other. The tendency seems to be to induce the judge to rely on the examination and certificate of the clerk, who has the papers, and the best means of knowing the details of the business; and the result seems to indicate that the judges have given much less attention to the details of accounts since 1842 than they did before; and the effect has been that abuses and expenses have increased very much during the last ten years.

The tendency of construction, precedent, usage, and practice, is to multiply proceedings and to increase costs and expenses.

The officers of one district often borrow proceedings and items of costs from other districts, and introduce them into practice; and the whole tendency of the present anomalous, discordant and deficient system of taxing costs, partly under various State laws and partly under the act of 1799, is to encourage and increase abuses, unnecessary proceedings and forms, and to increase expenses, and at the same time to do great injustice to some of the officers in many of the districts.

The act of 1842, fairly construed, gives an insufficient compensation to the clerks of the northern district of New York; and the act of 1799

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gives a very small compensation to clerks in many districts where the business is small.

To show you the increase of the judicial expenses of the government, I have had a table prepared, which is hereto annexed, marked A. It includes the aggregate amount of expenses of courts of the United States, paid out of the judicial fund, with the amount paid for salaries of the marshals and district attorneys added thereto—showing the average amount paid annually during the undermentioned periods, as follows:

Years.	Annual amounts.
1800 and 1801	$42,21[illegible]
1818 to 1821, inclusive	117,18[illegible] 24
1830 and 1831	204,432 51
1838 and 1839	321,851 71
1840 and 1841	373,695 13
1842 to 1847—for 5½ years	464,623 23
1850 and 1851	564,854 04

Showing, also, that the expenses of courts have increased three times as fast since the year 1800, and nearly twice as fast since the year 1830, as the population has increased.

Among the prominent abuses and usages which have increased expenses, are the following:

1. The prosecution of several suits or indictments which might and should be consolidated into one.

2. The entry, in some districts, of a great many rules and orders, and the multiplication of writs and proceedings unnecessarily; such as an order in each cause, at each term of the court, for a writ of *venire*, and the issuing, service and return of such writ, whereby it often occurs that an unnecessary number of jurors are summoned. One order and one writ of *venire* should answer to summon jurors for all the causes for trial at a term, and the number to be summoned should be directed by the court.

3. The practice prevails, in many districts, of putting but one or two witnesses' names in each subpœna, and issuing nearly as many subpœnas in each cause, at each term, as there are witnesses, and thereby not only increase the clerk's fees for the writs, but give the marshals additional fees for mileage on each writ.

4. Under the present law and practice, several writs of subpœna are often issued and served on the same person, as a witness in behalf of the United States in several causes, at the same term of the court. This makes an unnecessary expense. One subpœna might be so framed as to effect the whole object.

5. Proceedings for contempt of court, and for many other things, have been unnecessarily multiplied in some districts. There was in one district, at one time, no less than one hundred and twenty-two prosecutions pending, for contempts of court, against seventeen persons, for non-attendance as witnesses; being thirteen prosecutions against each of six persons, and four prosecutions against each of the other eleven persons, and the whole costs thrown on the United States.

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6. In three districts, a practice has prevailed, for many years, of issuing a writ of *habeas corpus* every time a person charged with crime is taken out of prison for trial or preliminary examination, from day to day, and a warrant to return him to prison again at night, thereby making fees for the clerk for the writs, for the marshal serving them, and for the jailor for receiving, &c., the prisoner; making, in all, from six to eight dollars for each prisoner, per day; and the same course is pursued, and the same expense incurred daily, during the trial for each of the witnesses who may be in prison awaiting the trial. In other districts, and in England, prisoners are taken out of jail and brought into court, and returned again to jail, on parol orders. Formal writs are entirely unnecessary, except to make business and fees for the clerk, marshal and jailor. An attempt has been recently made to introduce this practice into another district. Though this practice was partially introduced many years ago, yet it has been very much improved and extended during the last ten years.

Under this, and other practices and usages, the judicial expenses of the Massachusetts district have increased until they are nearly three times as great as they were ten years since. During the years 1839 and 1840 they amounted to less than $19,000 per year. During the three years 1848, 1849, and 1850, they averaged over $50,000 per annum.

7. Many years since, the marshal of Massachusetts, by leave of the court, employed a man to superintend the State jails and the United States prisoners in them, for which a charge was made of $200 per annum, which was certified by the judge, and allowed.

The marshal of Rhode Island, learning the practice some years after it commenced, made a similar charge for more than sixteen years' previous services, from August, 1824, to April, 1841, under the pretence that he, as marshal, had superintended the State jails, and, at first, allowed $100 per year for the same, and afterwards another $100 upon the certificate of the district judge, amounting in all for which he was paid, $3,333 33.

Similar charges were afterwards made and certified for several years in the Rhode Island and Massachusetts districts, but were paid in the Massachusetts district only.

Similar charges have been made and certified in the New Hampshire district, and also the Maine district.

The present Comptroller, believing that the law gives no color of right to any such compensation, has disallowed such charges as an abuse. On this point see Judge Woodbury's opinion, 1st Woodbury and Minot's Reports, p. 193.

8. There have been some abuses in relation to the per diem compensation of officers for attending court, and particularly in relation to bankrupt business and rule days in some of the districts.

In some instances a court has been nominally opened from day to day, where no business was done, for no apparent object except to furnish an apology to the clerk and marshal to claim a per diem for attendance.

The attention of committees of Congress has been called, from time to time, to many of these abuses and evils, and to the importance of establishing a new and uniform fee-bill for the officers of all the federal courts. In 1842, the Supreme Court of the United States was authorized to establish uniform rates of fees for all the districts, but the court never executed the power. Several reports have been made by the Solicitor of the Treasury. I herewith send you a printed copy of the report of R. H. Gillett,

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esq., Solicitor of the Treasury, bearing date February 24th, 1849, and particularly invite your attention to pages 100 to 114, in which he recommends, in detail, a new fee-bill. On the 9th January, 1850, Mr. Butler, from the Judiciary Committee of the Senate, reported a bill, which was numbered 33, which is substantially the same in its features and details as that recommended by the Solicitor.

The Comptroller being called upon by Judge Butler for his views in the matter, had amendments prepared in this office, which were reported by Judge Butler to the Senate on the 24th of April, 1850, with so much of the original bill as the Comptroller proposed to retain, in the form of a substitute, though entitled amendments in the printed copies.

After an examination of the original bill, and the amendments proposed by the Comptroller, Mr. Butler, in behalf of the Judiciary Committee, on the 5th of February, 1851, reported a substitute for the whole bill, under the name of amendments, a copy of which I herewith send to you, which I shall denominate the third bill.

Fees provided for by statute, in numerous small items, according to the amount of the service rendered, are the most just, when business is done fairly, and the items made out fairly; but they are liable to great abuses, and particularly in relation to attorneys' and clerks' fees.

They not only encourage an unnecessary multiplication of papers and proceedings, and tend to perpetuate useless forms, but they also induce many constructive services, and an attempt to get double pay for many items of service, by means of construction and mere verbal distinctions. The object of the Solicitor was to avoid abuses by allowing attorneys' fees in gross for all their services, and allowing clerks' fees in gross also, in most cases. (See page 101 of his report.)

The second bill is so drawn as to give the clerk a folio compensation for entries and records, and copies of papers, but provides for a gross fee for most other services. As to attorneys' fees, the second bill provides for attorneys' fees less than the first one; and the third bill reduces them still lower by about one-half, and quite too low, I think, particularly for difficult and important litigated causes.

I suggest that lines 16 and 17 of the third bill be struck out, as they are reported on page 14, lines 73 to 79, of the bill herein enclosed to you. They are not necessary to make the sense complete, and they seem to confine the fee of ten dollars to civil suits, where costs are taxed against defendants, though it should apply also to district attorneys for criminal causes. The same objection applies, also, to the word *common*, in line 18, which should be struck out, so that the fees of six dollars and four dollars may apply also to criminal causes. In my opinion, each of said items, ten, six, and four dollars, should be increased, and made twenty, ten, and five dollars, respectively.

I respectfully suggest, that where an indictment for crime is tried before a jury in a circuit court, and a conviction is had, an additional fee of twenty or thirty dollars be allowed to the district attorney. It would, in my opinion, have a good effect, and encourage the exercise of sound and discriminating judgment as well as diligence, to allow a larger compensation or a successful than an unsuccessful prosecution.

The tendency, I think, would be to encourge the prosecution of suits only in cases where there is sufficient evidence to warrant a conviction.

The provisions from lines 43 to 56, inclusive, in the third bill, are taken

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from the second bill, and slightly amended. They will tend to prevent the prosecution of unnecessary suits.

Lines 32, 33, and 34 are taken from the second bill; but the committee seem to have misapprehended the object of them; they have added the word *his* before the word services, and thereby made them apply to the district attorneys. They were not intended to apply to the district attorney at all, but to counsel who might be employed by the head of a department, in important causes, to assist the district attorney. Strike out the words *his* and *as*, and insert *of*, so as to read: "For services of counsel," &c., and then insert the whole paragraph between lines 42 and 43, and I think it will all be correct.

To provide compensation for past services in the States of Louisiana, Ohio, Illinois, Michigan, Wisconsin, and some other States, where there are no taxable attorneys' fees, I respectfully suggest the addition of a paragraph like the following at the end of the attorneys' bill, after line 56:

In every case where a district attorney has heretofore prosecuted or defended a suit in which the United States was concerned, in a district where the law allows no taxable attorneys' fees, and for which he has received no compensation except his per diem and annual salary, he shall be paid for his services according to the provisions of this act.

The salary of district attorneys and marshals is provided for in section 4, lines 104 and 105, on page 15 of the bill.

As to the fees of the clerks of the circuit and district courts of the United States, I respectfully suggest that lines 68, 69, 94, 95, 96, 97, and 98 should be struck out of the bill of clerks' fees as reported by the committee in bill No. 3; and the following other alterations should be made therein, which I have made in the bill herewith enclosed to you: interline the words *except to jurors* after the word "person" in the 67th line; and strike out the words "and fifty cents" in the 85th line, also the word "exhibit" in the 87th line, also the words "certificate and the" in the 99th line, and insert *twenty* in the place of "fifty" in the 100th line. As to the word "exhibit" in the 87th line, all exhibits which are attached to the bill, petition or answer, and made a part of the same, would be recorded, as a matter of course, as a part of the proceedings, without any special clause in the statute directing it. But exhibits are generally returned with the depositions and reports of the masters in chancery, as a part of the testimony, and it is not necessary to record them unless it is deemed necessary to record all the evidence; and it is no more necessary to record the evidence in equity and admiralty causes, than it is in civil and criminal causes at law.

To record the evidence makes a useless expense, to avoid which, the paragraph was drawn in the second bill, which comprises lines 86 to 93 in the third bill; but I think the committee inserted therein the word "exhibit," without due consideration.

As to the other lines which I suggest should be struck out, they were drawn up by a shrewd clerk of a circuit and district court of the United States, and the Comptroller was unsuccessfully urged to recommend their adoption, in addition to the items in the second bill.

If they should be retained, and all the other items of the bill retained also, the effect would be to give the clerk a double compensation for the same items of service, and some of them would lead to abuses; all the items of service specified in them, are amply compensated by the general provisions in lines 70 to 85.

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Lines 75 to 78 give three dollars for miscellaneous services; and for what?

1. For *venires*, which would be for all the causes on the docket, and might be for each one - - - - - - - $0 25
Swearing the jury - - - - - - - 25
Making an index of the cause - - - - - 25
Putting the same on a calendar of causes for the court and bar, perhaps twice - - - - - - - 50
Taxing costs, worth from twenty-five cents to one dollar—say - 75

Making in all - - - - - $2 00

for which the bill gives him three dollars, and gives him five dollars per day also to attend court and attend to the same business, making a double compensation to a considerable extent; and yet bill No. 3 provides for giving a third compensation for a portion of the same service.

The second bill, as recommended by the Comptroller, is a liberal bill for clerks, taking into consideration the per diem, the provisions contained in the third bill in lines 114 to 130, and the provisions in section 3 of the bill, which will increase the fees of the clerks in the small districts, and furnish them an office and fuel at the expense of the United States.

The second bill, and also the third bill, as I propose to amend it, will give the clerks of the United States higher fees and larger compensation than is allowed to the clerks of any of the State courts, though the clerks of the State courts are generally better paid than the judges, attorneys, or any other State officers.

Some years since there were two cases of judges of the supreme court of New York resigning their seats in order to receive, and they did receive, the more lucrative appointments of clerks of the same court.

Lines 68 and 69 are so drawn that the shrewd clerks would charge twenty-five cents for swearing each juror, making three dollars for swearing a petit jury, and from three dollars and fifty cents to six dollars for swearing a grand jury; though I presume the committee intended to allow but twenty-five cents for swearing a whole jury. The words are in the singular number, and would be construed distributively, as applying to each juror. The words "for administering every oath or affirmation to a grand or traverse jury, twenty-five cents," would be construed as applying to the oath or affirmation taken by each juror.

It seldom happens that all the jurors are sworn at once, for the reason that generally some affirm, while the most of them are sworn. To give the clerk liberal fees, as the bill provides, for every item of service he renders, except the few which I have enumerated, as amounting to two dollars, for which he is allowed three dollars, and then give him the additional fee of three dollars for swearing a jury, large additional fees for many other items of service, and also five dollars per day—thus giving him three compensations for a large portion of his services—would be dealing with excessive liberality, which would form a striking contrast with the very moderate fees allowed to district attorneys.

As to the item of one dollar, in lines 94 and 95, for *venire* for grand jury, the service is amply compensated by the general provisions for miscellaneous services, from lines 75 to 85.

As to the lines 96, 97, and 98, and the words "certificate in the," in line 99, the services are provided for in the general provisions in relation to rules, certificates, entries, copies, &c., in lines 70 to 74. The clerk has

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no power to take the acknowledgment of a deed; and as to affixing a seal to an instrument, fifteen or twenty cents is as much as is allowed the clerks of the State courts.

If the provisions which I have suggested as objectionable should be retained, then I respectfully suggest that the provisions for miscellaneous services, from lines 75 to 85, should be struck out.

As to marshals' fees, the third bill is substantially the same as to marshals' fees as the second bill. The design in drawing the second bill was not to alter the marshals' fees materially, but to leave them substantially the same as they are under the fee-bill of 1799—subject to the limitation contained in the one hundred and sixty-seventh paragraph of the act of May 18, 1842. The object has been to make them definite, certain and uniform in all the districts, except for services under writs of execution; to obviate all the uncertainties and obscurities in the act of 1799, supply its defects, and prevent abuses.

As the forms of final execution and the mode of advertising and selling property on execution will not be uniform, but conform to the laws of the several States, it seems to be expedient that the marshals' fees on execution should also be governed by the laws of the States, respectively, by which their proceedings are governed.

The abuse in relation to writs of *habeas corpus* to bring prisoners and witnesses into court, and of warrants to return them, is obviated by lines 120 to 124, on page sixteen. There is allowed, in lines 196 and 197, "for transporting criminals, ten cents per mile for himself, each necessary guard and each prisoner," to which should be added the following words, to wit: *and the same compensation for transporting fugitives from labor.*

The ninth section of the act of September 18, 1850, relative to fugitives from labor, requires the marshal to transport them home in certain cases, and allows him to employ assistants or guards, and gives him the same compensation for himself and his assistants, and allows him the same expenses, as are allowed by the State law to sheriffs for transporting criminals.

Sheriffs do not usually need guards, or more than a single assistant, in transporting criminals, and hence the statutes of the States do not generally provide for any such case. There is therefore no law by which the marshals can be paid, in most of the States, a proper compensation for the services of their assistants.

Sections two and three need no amendment. As to the fees of commissioners, in section four, I propose to insert in the 18th line on page twelve, after the word "*charges*," the following words, to wit: *or cases of fugitives from labor;* so that the clause may read: for hearing and deciding on criminal charges, or cases of fugitives from labor, five dollars per day for the time employed.

The following words in the 104th and 105th lines of the fifteenth page, to wit: "of the per diem compensation," I suggest should be stricken out, as the per diem compensation of the marshals, district attorneys, and clerks are all provided for in the bills of their fees, respectively, on pages two, five, and nine of the printed bill. It is not the object of the bill to reduce the fees and compensation of officers below what they are provided for, on an average, by the fee-bill of 1799, but to equalize them, make them uniform, make the law explicit and definite, so as to prevent abuses arising from ingenious constructions; to cut off all constructive services; to discourage

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unnecessary prolixity, old useless forms and the multiplication of proceedings, and the prosecution of several suits which might be joined in one.

The bill allows quite as liberal fees to the officers, on the average, for services rendered, as the act of 1799, and in many instances higher fees; but it is believed that it will reduce expenses by lessening the number of suits prosecuted, and by lessening the number of papers, writs, orders, collateral and formal proceedings, in almost every cause, whereby it will diminish the labor of the officers. It will impose on them much less labor, and give them better pay in general for what they do, than the present law.

Judge Dickerson says in his letter to you, that he has "frequently heard complaints of the manner in which the officers of your department have audited the accounts of the officers of the federal courts; and those complaints have come from sources which justify the belief that they have not been without foundation." He continues: "Judge Baldwin, for years before his death, actually refused to examine and certify accounts of the officers of the court, because the officers of the department (as he thought) improperly interfered with his duties; and Judge Grier made complaint of like conduct." "Some years ago, our late District Attorney Greene exhibited to me a very voluminous correspondence between the department and himself, upon the subject of a bill of costs which had been certified by the court and disallowed by the Comptroller."

Such complaints as those alluded to by Judge Dickerson have been numerous—more numerous than justice would warrant. Many officers complain of the Comptroller, and attempt to make him responsible for the defects in the law, and for the opinions of the Attorney General. It is true that the present Comptroller, as well as his predecessors, have been in the constant habit of examining accounts certified by judges, and disallowing such items as he thought illegal. He has, however, exercised no new powers on the subject, but has exercised the same power, and no more, as his predecessors have exercised from the organization of the government. This may be inferred from the letter of Judge Dickerson, which shows that such complaints did not originate since the appointment of the present Comptroller, nor during the official term of his immediate predecessor, but have been of long standing.

When you reflect that all the acts passed since the fee-bill of 1799 were intended to reduce the expenses of courts, and look at table "A," hereto annexed, and take into consideration the fact shown by that table, that the expenses of the federal courts are now about three times as great in proportion to the population as they were fifty years since, you can then judge which has been wronged the most, the federal officers or the government; and you can then judge also whether those officers have or have not been wronged by the Comptroller, and how much or how little just cause and reason they have for complaint. The Comptroller has made no new rules, except as to matters of form and the mode of rendering accounts, and doing certain things, but has endeavored to enforce the law with uniformity, and without fear, favor, or partiality. He has not attempted to legislate, and to supply by construction the defects in the statute, but has endeavored to enforce the law as it is; and where it is obviously defective, and does not do justice to claimants, he has pointed out its defects, and referred them to Congress for a remedy. Notwithstanding all the vigilance which the present Comptroller and his predeces-

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sors have been able to exercise, in ferreting out and disallowing illegal claims and items of account which have been certified by clerks and judges, the table referred to shows that the expenses of courts have increased with wonderful rapidity, and about three times as fast as the population. Much of this increase of expenses may be attributed to the increased influence of the clerks of courts, under the law of 1842, requiring the clerks to certify to accounts; by reason of which, the judges seem to have thrown the chief responsibility on the clerks, relied on their certificates, and relaxed their own vigilance in the examination of accounts in many of the districts.

The present Comptroller has had many severe trials. Numerous officers and claimants, a portion of whose accounts had been disallowed as illegal, for a series of years, on a change of administration brought forward the old rejected items of account, which accrued from five to fifteen years since, and some still older, and pressed them upon the accounting officers for payment, in many instances with wonderful pertinacity. It is insisted by Judge Dickerson and some other judges, and by all disappointed claimants, that the certificate of the judge, under the act of 1792, is conclusive in all cases; that the accounting officers have no power to go behind it; that they have no power to examine the items of the account, or to question any of them, either as to law or fact; and that their sole business is to register the amount of the account as certified by the judge, and order it to be paid; that the judge is, in fact, the accounting officer; that his certificate is equivalent to a judgment, which cannot be questioned; and that it is assuming, arrogant, and impertinent, for an accounting officer to presume to question the correctness of any item of an account so certified. If such was the intention of Congress, why did they not order the accounts, as certified by the judges, to be sent directly to the Register of the Treasury, to be entered and filed, and direct him to certify the balance due to the Secretary, to enable the latter to draw a warrant for the same, without the useless formality of sending them to the accounting officers? Costs and fees are not allowed and taxed at common law; they are authorized only by express statute. The circuit and district courts have power, to a limited extent, to adopt rules, but none to establish fee-bills or allow costs not prescribed by statute. So far as the fees and compensation of officers are concerned, they are in a few instances left by the terms of the statute to the discretion of the court; but in most cases they are fixed by the statute itself, or by the State statute which it adopts; and where the statute allows nothing, the courts have no power to allow anything.

The law also limits the objects and purposes for which supplies may be furnished, and contingent expenses of courts incurred.

The supplies and objects of expenditure must constitute necessary and proper means to aid in holding the court, and in executing the laws, or else they cannot be legal objects of expenditure. So far as a judge allows costs not authorized by statute, or allows more than the statute prescribes, he exceeds his power, and his certificate is so far void; that is, it is void as to the excess, unless every judge has power to overrule the acts of Congress, and to make law. So, if a judge allows items of account for contingent expenses, for objects and purposes not authorized by law, he in such cases exceeds his power and jurisdiction, and his certificate is void. These positions have been substantially affirmed by several Attorneys General, who have also affirmed the principle that it is the duty of the accounting offi-

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cers to examine and decide for themselves, whether the certifying judge had or had not exceeded his powers.

On this question of jurisdiction, and the limitation of the power of the judges, see the printed volume of the Opinions of the Attorneys General, pages 324, 1173–4, and the latter part of the opinion of Mr. Attorney General Crittenden, of July 5, 1851. Mr. Wirt says, on page 324: "The account, then, is to be first submitted to the Auditor, and he is to examine it; not to control in the slightest degree the discretion with which the law has invested the court, *but to see that that discretion has been exercised upon the subjects pointed out by the law;* or, in other words, *to see that the account contains no items* but those which are authorized by the law." "But if it contains any such item, (that is, any item not authorized by the law) then I am clear that there is nothing so imperative in the law, as to require them to pass it; but, on the contrary, that it is their duty to reject it."

Mr. Butler says, in his opinion of March 20, 1838, in relation to the account of a marshal of New York, on page 1174: "Where a charge is allowed by the court or judge, for a service or purpose not mentioned in the acts of Congress, or where a greater sum than that fixed by law is allowed, the certificate of the court or judge may be regarded by the accounting officers as a nullity, and the charge disallowed or reduced, as the case may require. For example, suppose the marshal's bill as examined and certified contains a charge for summoning the counsel, or a charge of ten dollars for serving a writ; in the former case, the accounting officers should reject the item; and in the latter, they should reduce it to two dollars; because, in the one case the charge would be palpably illegal, and in the other as palpably excessive."

Mr. Crittenden has recently affirmed the same doctrines. In his opinion of July 5th, he says: "If a judge having a special limited jurisdiction to hear and determine all actions upon bond, note, account, not exceeding $50, give judgment for $100 for debt by note, the judgment is void—absolutely null. The subjects are specially enumerated in the statutes to be included in the marshal's accounts. The fees or allowances are in some instances specified, in others confided to the discretion of the judges. The certificate being the evidence of the exercise of a special and limited jurisdiction, it must show upon its face a case within that jurisdiction." He continues: "If, therefore, it appears from the certificate that a fee or charge has been allowed for any service or cause not within the jurisdiction, the certificate as to that is of no force or validity. That, I think, is clear; and so, if for any of the services enumerated as within the jurisdiction, a greater fee or sum be allowed where the law has fixed a smaller one, then, also, the certificate as to the extent is of no legal force."

The law authorizes a single judge out of court to examine and certify accounts; the law of 1842 requires the clerk, also, to certify them, and Congress might confer the power on any other officer. It is a special power conferred on the judges for a special purpose, and is not comprised in the general powers and jurisdiction of the court.

It is a general rule, that nothing shall be intended to be out of the jurisdiction of a supreme court but that which specially appears to be so; and, on the contrary, nothing shall be intended to be within the jurisdiction of an inferior court but that which is so expressly alleged. (See 1st Saunders's Reports, 74.)

The powers of all special jurisdictions, and the powers of commissioners, and special courts of limited jurisdiction, are tested by the same rule as

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those of inferior courts. (See cases of Smith *vs.* Rice, 11 Mass. Rep., 313; Duval *vs.* Duval, 13 Mass. Rep., 264; and Parkin *vs.* Proctor, 2 Wilson's Rep., 382.)

It should therefore appear on the face of every certificate, taken in connexion with the account, that each item was a legal charge against the government, and that the judge has not exceeded his powers, and allowed a larger sum than is allowed by law for any service for which the law has prescribed a specific fee or compensation. On this principle the accounting officers have acted for fifty years.

The questions to be acted on by the judge, and also by the accounting officers, are as follows:

1. Is the subject-matter of each item of an account such that it is a legal charge against the government, if the facts in relation to it are as alleged?

2. Has the service been rendered, or the supplies furnished for and used by the court, as alleged?

3. In case of supplies furnished, did the marshal pay the amount for them which is claimed in his account?

4. In the case of services for which the judge may have allowed such sums as he deemed reasonable, the question is, whether it is or is not a case in which the law invests the judge with such discretionary power.

5. If it is a case of services where the law prescribes a specific fee or compensation, the power of the court is thereby limited as to the amount to be allowed, and the judge can only ascertain and certify to the facts, and merely carry out, ministerially, such sum as the law allows.

The first question applies to every item of any account; it is a question of jurisdiction, and one which the accounting officers are bound to examine for themselves, as is affirmed by Attorneys General Wirt, Butler and Crittenden, in the cases cited. In fact, questions of jurisdiction, all persons as well as officers are bound to take notice of at their peril. That the marshal is bound to take notice of them, at the peril of losing all illegal payments made by him, is held by Attorneys General Wirt and Butler. (See pages 324, 325, and 1174, 1175, of the volume of Opinions.) In both cases, certain payments by marshals, for witnesses' fees, which had been duly certified by the court, were held illegal, and not proper items to be allowed to the marshals. If the first question appears affirmatively on the face of the account, in relation to each and every item, the accounting officers do not inquire into either the second or third questions, unless there is error or miscalculation apparent upon it.

As to the fourth question, the accounting officers inquire no further than to determine whether the amount of each charge is or is not subject to the discretion of the court or judge; and if it is apparent that it is subject to such discretion, they pass the account.

As to the fifth question, the accounting officers feel bound to inquire into the jurisdiction, as referred to in the first question. If that is apparent, they take the facts to be true as stated and certified, and examine them only so far as to learn the application of the fee-bill to them. They then look to the statute prescribing the fees or compensation, and if they find that any of the items are carried out for a larger sum than is prescribed by statute for the service, the error is corrected. What is fixed by law, the judge has no power to alter. *It is a question of power;* that is, it is a limitation to the exercise and extent of *his* jurisdiction, which the accounting officers have ever been in the habit of inquiring into. They are

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governed by the law, under the sanction of their oaths, and cannot regard the certificate of a judge as superior to the law. Judges have certified to the following classes of items, and many others, the subject-matter of which are not legal charges against the United States:

1. For a per diem compensation of an imprisoned witness, for several months, claimed as a contingent expense of holding courts, as stated by Mr. Wirt, in pages 324 and 325 of Opinions of the Attorneys General.

2. The law books for district attorneys, to furnish them libraries at the expense of the government, without authority of law.

3. For office rent of marshals and clerks, without authority from the head of the department.

4. For printed blanks for clerks and marshals, to save them the labor of writing what they are paid for.

5. The counsel fees for defending poor prisoners, on the assignment of the court.

6. For items of clerks' fees for services rendered for persons indicted, and for defendants in civil suits prosecuted by the United States.

7. For many thousand dollars, in four different districts, for the claims of marshals for pretending to superintend the State jails.

In the following classes of cases, and in many others, where the statutes have prescribed the fees and compensation of officers, judges have certified to larger amounts than the law allows:

1. Extra compensation to witnesses more than the statute allows, as decided by Attorney General Butler. (See Opinions of Attorneys General, pages 1174 and 1175.)

2. The 4th section of the fee-bill of 1799 limits the fees of attorneys, solicitors, and proctors, in admiralty causes, to $17. In addition to the $17 attorneys' fees allowed by law, the judge of the eastern district of Louisiana allowed to the late district attorney, counsel fees in twenty-one admiralty causes to the amount of $6,182 60, and certified to the same.

3. The law allows district attorneys a small salary, a per diem, and taxable attorneys' fees, but no counsel fees in addition thereto. In addition to the fees and compensation allowed by law, the district judge of the eastern district of Louisiana allowed the late district attorney, in his bill for the quarter ending March 31, 1849, the aggregate amount of $13,950 counsel fees, for his services in forty causes.

Counsel fees, or *quantum meruit* fees, for the services of district attorneys not allowed by law, have been certified by judges in several other districts.

4. The fees of officers in the northern and southern districts of New York have not been made out in accordance with the provisions of the 167th paragraph of the act of 1842, limiting their fees and compensation to the amount allowed to State officers for like services; but much larger sums have been allowed and certified than the law allows.

5. In many cases where the limitations of the act of 1841 apply, through oversight, want of information in relation to the amount of the emoluments of officers, or some other cause, the judges have not conformed to it, but have certified to larger fees than it allows. This may be illustrated by the following cases in the Massachusetts district, to which the law of 1841 applies. In 1849, three indictments were found against one Wilson, and three against one Crafts, for an illegal conspiracy and an attempt to procure a ship to be cast away. Several sailors, who were witnesses, were put in jail for want of security for their appearance. The witnesses and prisoners

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were brought out of jail from day to day, during the examinations and trials, on writs of *habeas corpus*, and returned again at night to jail on warrants. The marshal's fees on those writs and warrants were charged, and certified by the judge, at over $6,000, and the clerk's fees at over $500. The charge was made and claimed under the act of 1799; that is, $2 was charged by the marshal for the service of each writ on the prisoner, and on each witness named in it; and the same fee for the service of each warrant for each prisoner named in it, besides $1 for a copy, mileage, and fifty cents for each one for commitment to or discharge from prison. All these fees were charged, besides much more, during the months of April and May, 1849. The statute of Massachusetts allows sheriffs but 30 cents for serving a writ or warrant on each person named in it, and 12 cents for a copy if demanded; so that if the charges had been made in accordance with the statute of 1841, they would have been less than one-third part as much as was certified by the judge.

6. The law of 1799 allows marshals a per diem for attending a circuit or district court, and for no other service. In some districts, judges have allowed and certified to a per diem for the marshals for attending before a judge out of court, or a commissioner on examination of a prisoner, for which the law allows the marshal fees for serving the writ and subpœnas, and mileage, and nothing more except his salary. There has been a want of uniformity in the action of different judges in certifying accounts under the same provisions of law. Many, and perhaps the greater part of the errors in the accounts, have been detected and corrected from time to time by the accounting officers, whose efforts have had a salutary influence in checking irregularities, confining officers to the law, and securing something like an approximation to uniformities of decision.

Considering the extraordinary state of things, and the extravagant prices at the present time, in the State of California, I respectfully suggest the propriety and expediency of allowing the officers in the northern and southern districts of California, for their services for two years, double the compensation and fees provided for in said bill, and fifty per cent. more than is provided for in said bill, for two years thereafter. All of which is respectfully submitted.

E. C. SEAMAN,
Acting Comptroller.

Hon. A. H. H. STUART,
Secretary of the Interior.

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TABLE A.

Periods.	Years.	Aggregate amounts of expenses of courts of the United States paid out of the judiciary fund, with the salaries and compensation of the marshals and district attorneys added thereto.	Average amount paid annually.
From 1791 to 1793	3	$34,875 86	$11,425 28
From 1794 to 1799	6	153,497 97	25,582 99
From 1800 to 1801	2	84,428 79	42,214 39
From 1802 to 1805	4	174,443 69	43,610 92
From 1806 to 1809	4	299,908 89	74,977 22
From 1810 to 1813	4	282,640 49	70,660 12
From 1814 to 1817	4	321,030 69	80,257 67
From 1818 to 1821	4	468,748 99	117,187 24
From 1822 to 1825	4	513,700 90	128,425 22
From 1826 to 1829	4	598,333 62	149,583 40
Years 1830 and 1831	2	408,865 03	204,432 51
From 1832 to 1837	6	1,559,161 49	259,860 24
Years 1838 and 1839	2	642,703 43	321,351 71
Years 1840 and 1841	2	747,390 26	373,695 13
From 1842 to 1847	5½	2,555,427 77	464,623 23
Years 1848 and 1849	2	938,446 05	469,223 02
Year 1850	1	513,428 20	564,854 04
Year 1851	1	616,279 89	

Increase per centum of population and expenses of courts since the year 1800.

Periods.	Population.	Increase.	Expenses of courts.	Increase.
		Per cent.		*Per cent.*
In 1800	5,305 925	.....	$12,214,29	.....
From 1800 to 1820	9,638,131	81	117,187 24	177
From 1800 to 1830	12,866,920	142	204,432 51	384
From 1800 to 1840	17,062,566	220	373,695 13	785
From 1800 to 1849	22,000,000	314	469,223 02	1,011
From 1800 to 1851	23,000,000	333	564,854 04	1,237

TREASURY DEPARTMENT, COMPTROLLER'S OFFICE,
November 19, 1851.

SIR: As requested by you, I herewith send a reference to the statutes prescribing the fees of attorneys of the United States and clerks, for services in causes in which the United States are concerned, in the Territories of New Mexico, Utah, Oregon and Minnesota.

The ninth and tenth sections of the organic acts of the Territories of New Mexico and Utah provide that the clerks in government suits shall receive the same fees, and the attorneys of the United States the same fees and salary, as the attorney and clerks of the Territory of Oregon.

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The clerks of the district courts of Oregon and Minnesota, by the ninth section of the organic acts, shall receive in all United States cases "the same fees which the clerks of the district courts of the late Wisconsin Territory received for similar services."

The clerks of the late Territory of Wisconsin, by the ninth section of the organic act of April 20, 1836, were to receive in government cases the same fees which the clerk of the district court of the United States in the northern district of New York received for similar services.

The act of April 29, 1812, in relation to the district court of New York, provides for the appointment of a clerk to reside at Utica, in the northern district, who was to "be allowed the same fees and compensation as by law is allowed to clerks of the district courts."

The district attorneys for Oregon and Minnesota, by section ten of the organic acts, are allowed "the same fees and salary as the attorney of the United States for the late Territory of Wisconsin received."

The district attorney for Wisconsin, was allowed, by the tenth section of the organic act, "the same fees and salary as the attorney of the United States for the Michigan Territory."

The fees of United States attorneys in Michigan Territory were regulated by the act of February 27, 1813, which provides that there should be appointed an attorney of the United States in each of the Territories, who should, "besides *the usual fees of office*, receive an annual salary of $250."

The construction put by the Attorney General on the terms "*stated fees*" is, that they mean the fees taxable in suits in pursuance of law.

The phrase *usual fees*, I think has the same meaning. In the Territory of Michigan the statutes allowed attorneys no taxable fees or costs, and hence none could be allowed, according to law, in the Territory of Wisconsin, and none can now be allowed to the attorneys in Minnesota, Oregon, New Mexico and Utah.

Nothing can be allowed to them except their salary and per diem.

The law regulating the fees of clerks, in causes in which the United States are parties, and in causes arising under the laws and constitution of the United States, in the Territories of New Mexico and Utah, refers, 1st, to the laws regulating the fees of clerks in Oregon for similar services; 2d, to the organic law of the late Territory of Wisconsin; 3d, to the third section of the act of April 29, 1812, authorizing the appointment of a clerk, to reside at Utica, in the northern district of New York; 4th, to the law of 1799, relative to the fees of clerks of district courts; 5th, to the fee-bills of the State of New York, prescribing the fees of the clerks of the supreme court thereof.

The law regulating the fees of attorneys of the United States in the Territories of New Mexico and Utah, refers, 1st, to the organic act of Oregon Territory; 2d, to the organic act of the late Territory of Wisconsin; 3d, to the laws regulating the fees of the attorney for the late Territory of Michigan, which was the act of February 27, 1813, relative to the appointment of attorneys for the Territories; 4th, to the fee-bill of Congress of 1799; 5th, to the local law of the late Territory of Michigan, prescribing the taxable fees of attorneys in that Territory; and, lastly, there having been no local law prescribing fees of attorneys in the late Territory of Michigan, the reference and the provision for taxable fees and compensation to attorneys, for prosecuting and defending suits, wholly fails.

Here, then, are five references for clerks' fees for each of the Territories of

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New Mexico and Utah, and four for each of the Territories of Oregon and Minnesota. There are also five references of attorneys' fees for each of the Territories of New Mexico and Utah, four for each of the Territories of Oregon and Minnesota, the two last of which are to different laws and different States from those in relation to clerks' fees; and the references for stated or taxable attorneys' fees finally fail.

Very respectfully, yours,

ELISHA WHITTLESEY,
Comptroller.

To Hon. A. H. H. STUART,
Secretary of the Interior.

TREASURY DEPARTMENT,
Comptroller's Office, November 26, 1851.

SIR: In pursuance of your letter of May 23, 1851, in relation to the accounts of the officers of the federal courts, and the extent of the abuses which exist under the present system in the judicial expenses of the government, in addition to the report heretofore made by E. C. Seaman, esq., as acting Comptroller, and bearing date October 31, 1851, I respectfully submit the following abstracts of bills of costs and fees, remarks and suggestions, in illustration of the subject, as a supplementary report.

First, as to the State of New York.—At the time of the adoption by Congress of the fee-bill of 1799, the State had a fee-bill for attorneys in civil causes in the supreme court, one for counsellors, and another for attorneys in criminal business, and other bills for solicitors and counsel in chancery, all allowing item fees. The civil fee-bill allowed attorneys and counsel also a retaining fee in each cause, provided counsel was actually employed; but prohibited the same man from receiving fees in two capacities, both as attorney and counsel, in the same cause. The criminal fee-bill did not allow any retaining fee, nor any counsel fees. Both bills allowed a folio compensation for drawing all writs, pleadings, and other papers and proceedings in the progress of a cause; also a folio compensation for every copy made or supposed to have been made, or necessary, and a fee for trial, and for each motion, or other service. The civil fee-bill, however, gave the highest compensation throughout, in addition to the retaining fee.

The civil fee-bill being the highest, was adopted for criminal as well as civil business, by the district attorneys, in the federal courts. The fee-bills for attorneys for both civil and criminal suits remained substantially the same from about the year 1790 until 1840, when a new fee-bill was made for civil causes only, the criminal fee-bill remaining nearly the same to this day.

The civil fee-bill of 1840 for the first time provides that the same man may take fees in the double capacity of attorney and counsel in the same causes or proceedings, but in civil causes only. It abolished all folio fees for drawing and copies of writs, pleadings, and other papers and proceedings, and substituted a specific fee for each one; for instance, instead of allowing twenty-five cents for one hundred words for drawing pleadings, and twelve and a half cents per folio for each copy, it allowed two dollars and fifty cents for drawing a declaration, and one dollar and twenty-five cents for each copy of it, &c. The charges and abuses in the State courts under the

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law of 1840, allowing double fees as attorney and counsel to the same person, were so great that the whole bill and system of charging fees in small items, for attorneys, solicitors, and counsel, was abolished February 12, 1848, and a few general items substituted in their place.

Under the act of Congress of 1841, and the State law of 1840, the district attorneys have charged for many years past, and still charge in criminal as well as in civil suits, both attorneys' and counsel fees. Where the bill of 1840 allows the largest compensation for any service as an attorney, the charge is usually made under that bill; but where the old law allowed the largest compensation for an item of service, the charge is usually made under it. For example, in the bill hereafter referred to, of the United States *vs.* Leonard Dyer, Mr. Hall charged for drawing the indictment, two hundred and forty-five folios, sixty-one dollars and twenty-five cents, for engrossing and for copy sixty-one dollars and twenty-five cents, and for fair copy for the grand jury thirty dollars sixty-two and a half cents; in all, one hundred and fifty-two dollars twelve and a half cents, though the State civil bill of 1840 allowed but two dollars and fifty cents for drawing and one dollar and twenty-five cents for each copy, making in all six dollars and twenty-five cents. And in the prosecution against Anthony Faulac, Mr. Shepherd, the late district attorney, charged at February term, 1849, for drawing the indictment, two hundred folios, fifty dollars, for engrossing and copy fifty dollars, and copy for grand jury twenty-five dollars; making in all one hundred and twenty-five dollars, for which the law of 1840 allowed but six dollars and twenty-five cents.

They have entirely disregarded the law of Congress of 1842, which confines them, in criminal causes, to the criminal fee-bill of the State, and allows no retaining fees, and no counsel and no trial or term fees for attending to try a cause, unless it is actually tried; and both Mr. Shepherd and Mr. Hall have charged a retaining fee as attorney and counsel, also, and even a warrant of attorney, at each term of the court. In the case against A. Faulac, the papers sent to this office show that Mr. Shepherd charged a retaining fee as attorney three dollars, as counsel five dollars, and for warrant as attorney thirty-seven and a half cents, at each of three terms; in all, for each term $8 37½; that Mr. Hall made similar charges for the same amount at each of nine terms; that Mr. Shepherd and Mr. Hall each charged for April term, 1849; making in all charged for retaining fees and warrants of attorney, the sum of $100 50. The fees for brief, attorneys' fees, and counsel fees attending prepared for trial, was also repeated twelve times at eleven terms, amounting to $108. In many other causes, the retaining fees are charged from two to eight times in a cause. In fact, it seems to be a general practice to charge them, and also the nine-dollar trial fee, and for many other mere construction services, at each term of the court. And in the case of N. C. Marselis, Mr. Shepherd and Mr. Hall charged retaining fees, though the cause had been tried and the defendant was convicted before either of them came into office, and nothing remained to be done except to sentence the prisoner.

Though the act of Congress of 1842 is prospective in its operation, and plainly requires them to charge their fees under the State fee-bill in force when a service is rendered, yet they have paid no attention to the repeal in 1848, of the old fee-bill in civil causes, and the substitution of a much lamer one in its place, but have continued to charge as heretofore stated. The system of charging is illustrated by the following abstracts of bills of costs:

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Statement of the bills of items of costs charg d by J. Prescott Hall, District Attorney of the United States, and taxed by Judge Betts, in the district court of the United States for the southern district of New York, in the causes and at the terms herein stated, to wit:

UNITED STATES *vs.* LEONARD DYER. } On a charge of perjury in the year 1849, at the following terms:

Date.	Items.	June.	July.	August.
1849.				
June 27	Retaining fee, $8; warrant of attorney, 37½	$8 37½	$8 37½	$8 37½
	Drawing affidavits to found warrant, 6 fol. engrossing and copy	3 00		
	Motion for warrant, $3; drawing and engrossing same $1 50	4 50		
	Motion for temporary commitments	3 00		
July 5	Motion for commitment of R. Pelby, a witness	.....	3 00	
	Drawing and engrossing commitment	.....	1 50	
	The same to J. B. Ackerman, a witness	.....	4 50	
	Drawing subpœna for examination, $1; drawing and engrossing ticket, $1 12½; 2 copies ticket, 50 cents,	.....	2 62½	
	Order to marshal to bring up prisoner	.....	25	
18	Motion for examination	.....	3 00	
	Motion to adjourn same	.....	3 00	
20	Drawing subpœna for examination, $1; drawing and engrossing ticket, $1 12½; and 2 copies, 50 cents	.....	2 62½	
	Order to marshal to bring up prisoner	.....	25	
23	Attending examination and motion to adjourn same	.....	3 00	
25	Attending examination and motion to adjourn same	.....	3 00	
30	Drawing additional subpœna ticket, and 2 2 copies (Aug.)	.....	2 62½	3 12½
	Order to marshal to bring up prisoner	.....	25	
	Attending examination, motion to adjourn to 31st (Aug. 1.)	.....	3 00	3 00
	Attending examination, motion to adjourn to 31st (Aug. 2.)	.....	3 00	3 00
	Drawing indictment, 245 fol., $61 25; engrossing and copy, $61 25	.....	.....	122 50
	Counsel perusing and amending	.....	.....	2 00
	Fair copy for grand jury (bill dismissed)	.....	.....	30 62½
	4 affidavits of attendance of witnesses	.....	.....	2 50
	4 costs endorsed	.....	.....	1 00
	Drawing costs, copying and attending taxation	1 75	1 75	1 75
	1 term fee	62½	62½	62½
	Total	21 25	46 37½	178 50

Amounts charged, taxed by the judge, 1849, and certified by the clerk as legal and proper, for June term	$21 25
Do do for July term	46 37½
Do do for August term	178 50
Total attorneys' fees charged and taxed	246 12½

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UNITED STATES vs. EDWARD WOLFORD. } Charged with voluntarily serving on board a vessel engaged in the slave trade.

Date.	Items.	April.	May.	October.
1849.				
April 24	Retaining fee, $8; warrant of attorney, 37½ cents	$8 37½	$8 37½	$8 37½
	Drawing affidavit to found warrant, 3 fol. engrossing and copy	1 50		
	Motion for warrant, $3; drawing and engrossing same, $1 50	4 50		
	Motion for temporary commitment	3 00		
	Motion for commitment of witnesses	3 00		
	Drawing and engrossing 23 commitments, at $1 50	34 50½		
	Drawing subpœna ticket, engrossing, and 3 copies	2 87½		
	Motion for examination	3 00		
	Motion for commitment of defendant (opposed)	6 00		
	Motion to admit defendant to bail (May term)	3 00	3 00	
	Drawing and engrossing recognizance, with surety (May term)	3 50	3 50	
	Motion to admit witnesses to bail	3 00		
	Drawing and engrossing 2 recognizances, with sureties, at $3 50	7 00		
	12 affidavits of attendance of witnesses, at 62½ cents	7 50		
	12 certificates, at 25 cents	3 00		
	Drawing costs, copying, and attending taxation	1 75	1 75	1 75
	One term fee	62½	62½	62½
	Drawing indictment, 15 fol., $3 75; engrossing and copy, $3 75	.....	7 50	
	Counsel perusing and amending same	.....	2 00	
	Fair copy for grand jury	.....	1 87½	
	Motion for bench warrant, $3; drawing and engrossing same, 5 fol., $2 50	.....	5 50	
	Motion for arraignment	.....	3 00	
	Copy pleadings for court	.....	3 00	
	Motion for trial	.....	3 00	3 00
	Attorney and counsel on motion to postpone trial	.....	3 00	3 00
	Brief, attorney and counsel fee, prepared	.....	9 00	9 00
	Motion to discharge recognizance of 2 witnesses, each $3	.....	6 00	
	Other items	.....	3 12½	
	Taxed at	96 12½	64 25	25 75

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Amounts charged and taxed for the following terms:

Date.	Retaining fees.	Brief, attorney and counsel, prepared for trial.	Motions for trial and to postpone.	Total.
April term, 1849	$8 37½	.....	.....	$96 12½
May term, 1849	8 37½	$9 00	$6 00	64 25
June term, 1849	8 37½	9 00	3 00	32 87½
October term, 1849	8 37½	9 00	6 00	25 75
November term, 1849	8 37½	9 00	6 00	25 75
December term, 1849	8 37½	9 00	3 00	22 75
	50 25	45 00	.....	.....
Total charged and taxed by the judge	.....	.....	.....	267 50

The items for November term are the same as for October term; and those for December term are the same, except in the place of two motions—one for trial, and the other to postpone the trial. There is one motion for leave to enter a *nolle prosequi*, and thus terminated the cause.

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The UNITED STATES *vs.* ANTHONY FAULAC. } Indicted for perjury, prior to April term, 1849.

Mr. Hall charges as follows:

Date.	Items.	June.	May.	April.
1849.				
	Retaining fee, $8; warrant of attorney, 37½ cts.	$8 37½	$8 37½	$8 37½
	Motion for trial, $3; attorney and counsel, and motion to postpone, $3	3 00	6 00	6 00
	Brief, attorney and counsel fee, prepared	9 00	9 00	9 00
	Drawing costs, copying, and attending taxation.	1 75	1 75	1 75
	One term fee	62½	62½	
	Attorney and counsel, on motion to extend recognizance (forfeited)	3 00	3 00	
	Other items	6 50	25	
	Total	32 25	29 00	25 75
	For May and June terms, as above			61 25
	July term, ret'g, $8 37½; for 3d item above, $9—total			29 25
	September term, 1st, 2d, and 3d items, same as April term—total			35 00
	October term, 1st, 2d, and 3d items, same as April term—total			32 00
	November term, 1st, 2d, and 3d items, same as April term—total			26 00
	December term, 1st, 2d, and 3d items, same as April term—total			36 25
1850.	January term, 1st, 2d, and 3d items, same as April term—total			35 00
	Mr. Hall's charges at 9 terms of court			260 50

The charges of Lorenzo B. Shepherd, the predecessor of Mr. Hall in the same cause, are as follows:

Date.	Items.	April.
1849.		
	February term, Shepherd's charges, (which include 1st and 3d items, $3 for motion to postpone trial; $50 for drawing indictment of 200 folios; $50 for engrossing and copying; and $25 for copy for the grand jury)	$178 25
	March term, 1st, 2d, and 3d items, same as April term above	29 87½
	April term, 1st, 2d, and 3d items, same as charged above by Mr. Hall	29 00
	Total charged, taxed, and paid to Shepherd for three terms	237 12½
	Total attorney's fees taxed and paid for 11 terms of court	497 62½

Mr. Shepherd and Mr. Hall both charged for the April term, 1849—the former $29, and the latter $25 75.

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United States District Court, Southern District of New York.

UNITED STATES *vs.* NELSON C. MARSELIS. } Indicted for stealing letters from New York post office, tried and convicted prior to October term, 1848.

1848.	October term, Mr. Butler, district attorney, charged	$10 75
1849.	January term, Mr. Shepherd, district attorney, charged.....	20 00
	May term, Mr. J. P. Hall, district attorney, charged	20 00

What charges previous to October term, 1848, were made, I have not investigated. The following are the items of the bills of Mr. Shepherd and Mr. Hall:

Date.	Items.	Shepherd, Jan. term.	Hall, May term.
1849.	Retaining fee, $8; warrant of attorney, 37½ cents.....	$8 37½	$8 37½
	Notice to defendant	25	25
	Motion for sentence.....	3 00	3 00
	Attorney, &c., on motion to suspend sentence	3 00	.....
	Received pardon from the President.		
	Motion that recognizance be extended.....	3 00	.....
	Motion to discharge defendant on pardon	.....	3 00
	Motion to discharge defendant's recognizance.....	.....	3 00
	Drawing and copy, costs and attorney's taxation.....	1 75	1 75
	One term fee	62½	62½
	Total	20 00	20 00

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The act of Congress of 1842 allows the district attorneys of the United States, in the northern and southern districts of New York, the same fees for criminal prosecutions as are allowed to the district attorneys of the several counties of that State in which they are not allowed salaries. The following is a full copy of the whole bill and account of the district attorney of Schenectady county, for the December term, 1849, of the court of oyer and terminer, from which you will see what construction has been put by the State officers on the State fee-bill, and what are legal charges for such services. The account includes all the ordinary services for a term, including the drawing of three indictments, five trials and subpœnas, and preparation for the trial of thirteen causes; and yet the aggregate amount for the term is only $62 06, to wit:

1849. *The County of Schenectady to Benj. F. Potter, district attorney, Dr.*

Drawing and engrossing statement of convictions at December Oyer and Terminer, 1849, folios 20	$7 40
The people vs. John Frangman, writ and 6 tickets, grand jury	1 50
Drawing venire for January sessions, 1850, folios 6, and engrossing	2 22
The people vs. John Mills, writ and 2 tickets for trial	50
The same vs. William Thomas, writ and 4 tickets for grand jury	1 00
The same vs. William M. Hazard, writ and 7 tickets for grand jury	1 75
The same vs. Simeon F. Van Patten, writ and 4 tickets for grand jury	1 00
The same vs. Joseph Wickens, writ and 2 tickets for grand jury	50
The same vs. William Hazard, drawing indictment, folios 6, and engrossing	2 22
The same vs. the same, writ and 8 tickets for trial	2 00
The same vs. Johnson Frangman, alias John Frangman, drawing indictment, folios 7, and engrossing	2 59
The same vs. the same, writ and 7 tickets for trial	1 75
The same vs. the same, trial fee	4 00
The same vs. Henry Naughton, writ and 5 tickets for trial	1 25
The same vs. the same, trial fee	4 00
The same vs. Michael Riggins and Patrick Riggins, writ and 5 tickets for trial	1 25
The same vs. the same, trial fee	4 00
The same vs. William Wickens, writ and 6 tickets for trial	1 50
The same vs. Benjamin Willard, writ and 5 tickets for trial	1 25
The same vs. Nicholas W. Haverly, writ and 3 tickets for trial	75
The same vs. the same, trial fee	4 00
The same vs. Henry Maynard, writ and 6 tickets for trial	1 50
The same vs. the same, trial fee	4 00
The same vs. William Thomas, drawing indictment, folios 6, and engrossing	2 22
The same vs. the same, writ and 5 tickets for trial	1 25
The same vs. Henry Naughton, drawing affidavit of service of subpœna, folio 1, engrossing, and ticket	49
The same vs. Delas Sloan, drawing attachment	25
Drawing and engrossing statement of convictions, folio 16	5 92
	62 06

James W. Metcalf, esq., in his account as clerk of the district court for the southern district of New York, has the following charges:

January term, 1849.

Searching minutes and files, in 127 suits, for money report, at 34 cents	$43 18
Drawing money report, 127 folios, at 25 cents; engrossing, at 12½ cents	47 62½
Copying, to file, at 12½ cents; entering on minutes, at 12½ cents	31 75
Filing money report and entering orders	50
Returns for Solicitor of the Treasury:	
Searching minutes and files, in 47 suits pending, at 51 cents	23 97
Drawing and copying certificate of result, 47 folios, at 37½ cents	17 62½
Examining District Attorney's returns to Solicitor:	
Searching minutes and files, in 47 suits pending, at 51 cents	23 97
	188 62

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Such charges as the above are repeated at every term of the court; and such charges as the following are repeated quarter-yearly, to wit:

Drawing and copying list of works deposited from October 1, 1848, to January 1, 1849, 48 folios, at 37½ cents	$18 00
Drawing and engrossing records of copyrights from October 1, 1848, to January 1, 1849, 975 folios, for 291 cases, at 37½ cents	365 62½
Duplicate copy of same for Department of State, at 12½ cents	121 87½
Total for 3 months	505 50
In relation to 291 copyrights, for each of which the authors and proprietors were required to pay the clerk 50 cents for recording and 50 cents for each copy of record and certificate furnished to the author or proprietor.	

Clerk's fees for attending district court for the southern district of Mississippi in bankruptcy.

Account of William Burns, clerk, for his per diem from May 19, 1845, to November 18, 1848, for 890 days' sitting in bankruptcy, at $5 per day	$4,450 00
Four days on other business	20 00
	4,470 00
The whole number of days within that period was	1,280
Number of Sabbaths	182
Number of days charged for attendance	894
Number of days other than Sabbaths not charged	204
	1,280
On the 7th of February, 1846, the clerk reported to the Secretary of State of the United States that the number of applicants for relief under the bankrupt act was, cases	872
Number discharged	861
Proceedings withdrawn in six cases	6
Abated by death of party	2
Number of cases then pending	3
	872
Mr. Burns charged from February 7, 1846, (the date of that report,) to November 18, 1848, for his attendance on the court in bankruptcy to dispose of those three cases, 662 days, at $5 per day	$3,310 00

S. J. Gholson, judge of that district, certified to the account, and "that the attendance upon said court sitting in bankruptcy of William Burns, clerk thereof, as specified in the foregoing abstract, was expressly required by me, and said clerk did actually so attend for the performance of the duties of his office."

Given under my hand and seal, &c.

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Jacob McGavock, clerk of the district court of the United States for the district of Middle Tennessee. Account as is alleged for—

Attendance on the district court sitting in bankruptcy by order of the district judge from the 1st day of February, 1842, to the 1st Monday of March, 1845; said court having been constantly kept open from day to day, for the transaction of business; and business having been transacted daily during the time, being 724 days, exclusive of Sabbaths; and the number of days heretofore charged and paid for on account of the business of the circuit and district courts, 724 days, at $5 per day	$3,620
An account against the United States, of which the above is an abstract, was sworn to by said clerk, February 27, 1850, and the clerk swore that it had not been paid.	
Whole number of days from February 1, 1842, to 1st Monday of March, (March 3,) 1845	1,127
Deduct Sundays during the time	161
Days previously charged and paid for attendance on the circuit court	188
Do do do district court.	146
	495
Days remaining, only	632
Number of days charged and sworn to	724
Days remaining (brought forward)	632
Deficiency and error (days)	92

The clerk certified to the account, and that it was legal and proper, and that the clerk actually attended the court by himself or his deputy, and by order of the judge, for the transaction of business, each and every day charged; and the clerk made affidavit, February 27, 1850, that the account of $3,620 was just and true, and that the same had never been paid. The affidavit is at the bottom of the account, which states that the court was *constantly kept open*, and business transacted daily during the time mentioned, (724 days,) exclusive of Sabbaths, and the number of days previously charged and paid for.

The district judge (M. W. Brown) held courts during the same time in two other districts, to wit: East and West Tennessee, so that it was impossible that the bankrupt court should have been actually open and in session during the whole period. The time previously charged and paid—188 and 146, total 334 days—was the time during which the court was actually open, and the judge present.

The clerk and marshal had each rendered six semi-annual emolument accounts during the same period, in which each of them claimed a per diem only for the days when the court was actually in session, and for which they then made their charges and were paid accordingly. These emolument accounts were sworn to as the amount of all their emoluments; and, in some of the affidavits, the clerk added "*nor am I entitled to any emoluments for the period therein mentioned, other than those therein specified.*"

Certified by the judge on the account as follows:

Examined and allowed.

M. W. BROWN, *District Judge.*

I do hereby certify that, in obedience to an order of the district ——*, sitting in bankruptcy, the clerk of the court was in daily attendance in said court.

Given under my hand this 4th day of April, 1850.

M. W. BROWN, *District Judge.*

* The original certificate is left blank.

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Abstracts of costs taxed and certified by the District Judge and Clerk in the District of Massachusetts.

UNITED STATES *vs.* JAMES W. WILSON. } 1. Indictment for combining and conspiring with other persons to procure the ship Franklin to be cast away and destroyed.

Date.	Charges of the marshal.	Amount.
1849.		
April.	1. Warrant to arrest Wilson—service, $2; copy, $1; commitment, 50 cents; travel, 5 cents	$3 55
	2. Habeas corpus for Wilson—service, $2; copy, $1; discharge, 50 cents; travel, 5 cents	3 55
	3. Warrant to commit Wilson—service, $2; copy, $1; commitment, 50 cents; travel, 5 cents	3 55
	4. Warrant to commit 6 witnesses—service, $12; copy, $1; 6 commitments, $3; travel, 5 cents	16 05
	5. Habeas corpus for 6 witnesses—service, $12; copy, $1; 6 discharges, $3; travel, 5 cents	16 05
	During the months of April and May said charges were repeated in the same cause as follows:	
	Charge No. 2, 27 times, amounting to	95 85
	Charge No. 3, 27 times, amounting to	95 85
	Charge No. 4, 27 times, amounting to	433 35
	Charge No. 5, 26 times, amounting to	417 30
	Total marshal's fees charged in that suit	1,085 10

UNITED STATES *vs.* JAMES W. WILSON. } 2. Indictment for the same offence, charging him with conspiring with Charles Smith to destroy the same vessel.

Date.	Charges of the marshal.	Amount.
1849.	The same number of charges, in precisely the same words, and during the same time, (April and May,) and for the same amount each, are made in this case as in indictment No. 1, the marshal's fees amounting to	$1,085 10

UNITED STATES *vs.* JAMES W. WILSON. } 3. Indictment for the same offence, charging him with conspiring with John W. Crafts to destroy the same ship.

Date.	Charges of the marshal.	Amount.
1849.	The charges of marshal's fees in the third cause or indictment is for serving no less than 28 warrants to commit six witnesses to jail, each time, during the same months, (April and May,) charged at $16 05 each, as charge No. 3	$449 40
	For serving 27 writs of habeas corpus, each on six witnesses, charged at $16 05 on each writ	433 35
	Total in 3d suit	882 75

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Abstract—Continued.

UNITED STATES *vs.* JOHN W. CRAFTS. } 4. Indictment for combining and conspiring with persons unknown to destroy the ship Franklin.

Date.	Charges of the marshal.	Amount.
1849.	Marshal's fees, charged in April and May, for serving 29 warrants to commit 6 witnesses to jail, each time, on each writ, $16 00, amounting to	$465 45
	For serving 28 writs of habeas corpus, each on 6 witnesses, charged at $16 05 on each writ	449 40
	Total in 4th suit	914 85

UNITED STATES *vs.* JOHN W. CRAFTS. } 5. Indicted for combining and conspiring with C. Smith to destroy said ship.

Date.	Charges of the marshal.	Amount.
1849. April & May.	The charges in this case are precisely the same as in No. 4, for serving 29 warrants to commit and 28 writs of habeas corpus, each on 6 witnesses, charged on each writ $16 05, amounting to	$914 85

UNITED STATES *vs.* JOHN W. CRAFTS. } 6. Indicted for combining and conspiring with James W. Wilson to destroy the same ship.

Date.	Charges of the marshal.	Amount.
1819.	April and May, service 1 warrant to commit, and one habeas corpus for three witness, charged at $8 55 on each writ	$17 10
	April and May, service 1 warrant and 1 habeas corpus, each for 7 witnesses, at $18 55 each	37 10
	Serving 29 warrants to commit, and 28 writs of habeas corpus, 6 witnesses at each time—charge, at $16 05 on each writ, &c.	914 85
		969 05
	Serving 29 warrants to commit Wilson and 28 writs of habeas corpus, for each $3 55	209 45
	Charged for serving subpœnas on witnesses	86 40
	Total marshal's charges in this cause	1,264 90
	Do.....do.....No. 1, brought forward	1,085 10
	Do.....do.....No. 2	1,085 10
	Do.....do.....No. 3	882 75
	Do.....do.....No. 4	914 85
	Do.....do.....No. 5	914 85
	Total marshal's charges in the six causes	6,147 55

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The clerk charged in the same causes for each writ of subpœna fifty cents, and for each other writ or warrant one dollar, and for swearing each witness ten cents, amounting in all, including entries, records, &c., in the six causes, to $587 70. There were charges in the last suit against Crafts for twenty-one subpœnas, and for summoning ninety-two witnesses. There were no charges for issuing or serving subpœnas, or swearing witnesses, in any of the causes except the last one stated. The names of the witnesses are not given, but *these facts and all the accounts indicate that there was but one set of witnesses in all the six causes, and but one examination*, which was continued from day to day through a part of the month of April, and part of the month of May; *that six of the eight witnesses committed to prison were all brought out of prison daily on six writs of habeas corpus, one in each cause, and committed at night on six warrants, one in each cause;* that this proceeding was *repeated on twenty-eight different days:* and although only one of the ninety-two witnesses sworn could be examined at a time, *yet all the six witnesses must be brought up daily on six different writs of habeas corpus*, to be present on the examination of each of the ninety-two witnesses. The charges of the district attorney were but $13 25 in each of these causes, amounting in the six causes to only $79 50.

On the 20th instant I addressed a letter to the clerk of the court, requesting him to give me the dates of the proceedings, and the names of each of the witnesses imprisoned, and some other information, but have received no reply. I therefore take it for granted that the deductions in relation to the facts are correct.

The charges above referred to appear in the account of J. O. Barnes, late marshal of Massachusetts, and were all duly certified by Judge Sprague and his son, the clerk of the district court.

All of which is respectfully submitted:

ELISHA WHITTLESEY.

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CONSERVATION. 1989

PHASED DETERIORATION

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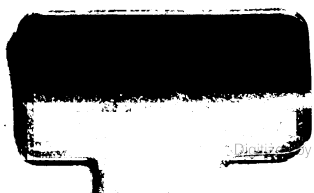

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